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Dealer special Ghia Sport

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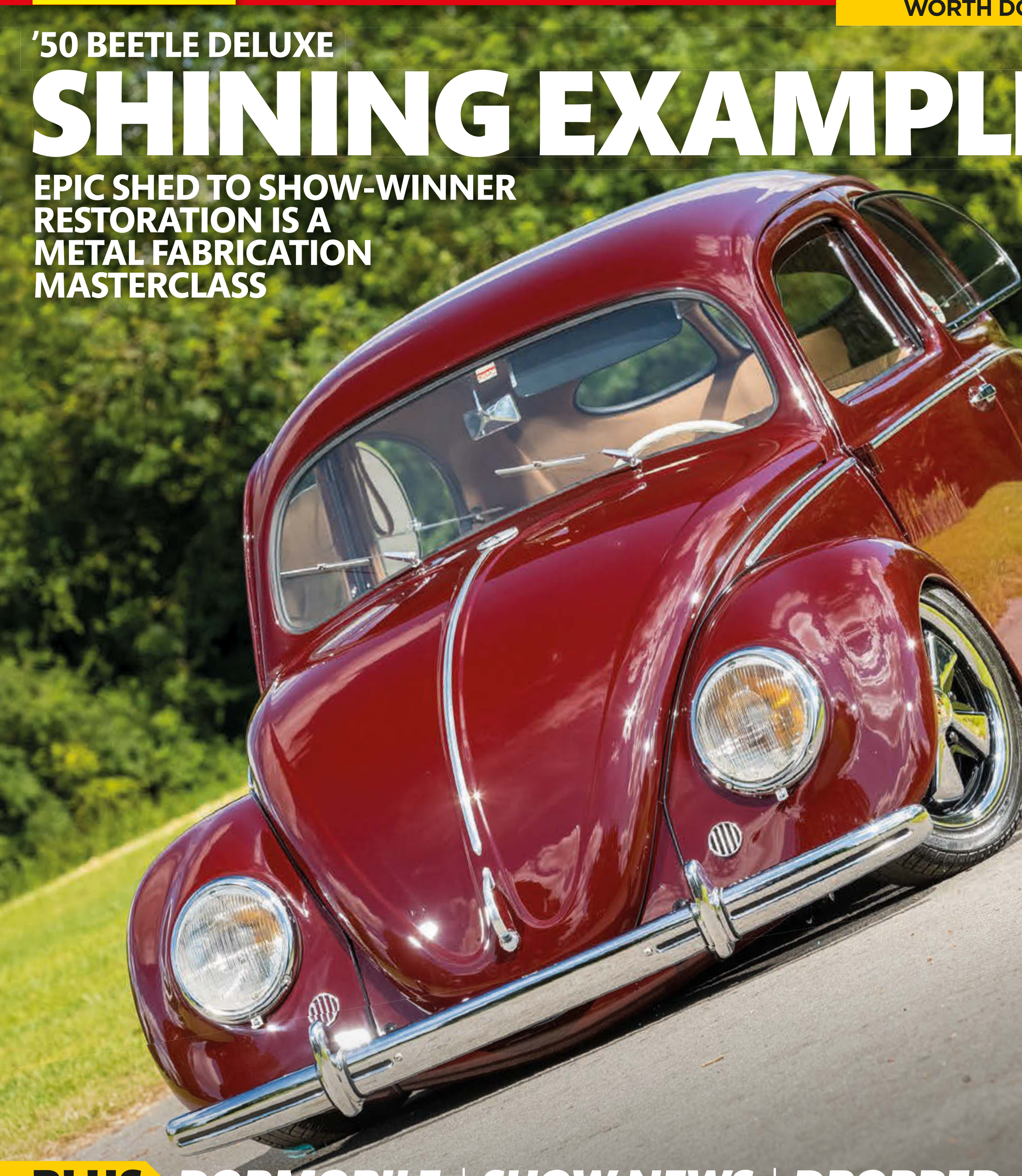

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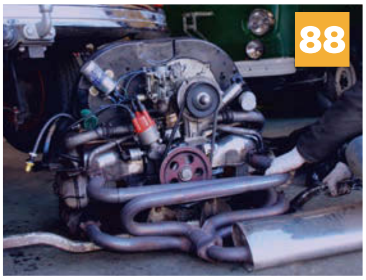

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VOLKSWORLD

Next month

★

Special
30th anniversary
issue on sale
Friday 22 September

★

Don't miss it!

Editor Ian Cushway – volksworld.ed@kelsey.co.uk

Welcome to the mag

This is quite a special issue for me. Let me explain why. Having been called in to Kelsey's Kent HQ in July 2016 to be offered the privilege of editing *VolksWorld*, I left feeling slightly overwhelmed at the prospect of continuing the work previously carried out by an entire editorial team – a group of people who had been working on the mag for ages. Nevertheless, armed with CDs containing photoshoots, the email addresses of various freelancers and a 24-hour hot-line to Ivan McCutcheon, I got busy putting together the September 2016 edition. Among a pile of paperwork were some details about someone doing up a 1950 Beetle that had been found in a field in Portugal and the offer, by its custodian, of the restoration being written about in *VolksWorld*. I was sceptical to say the least, especially since the Bug in question was a wreck. Moreover, I'd had experience of this kind of 'offer' on other mags, and it always ended badly. You'd constantly be chasing copy, only to be presented sporadically with a handful of blurred photos, no meaningful description of what they were of, then discover, once you'd shouted about it in the magazine, that either nothing had been done or it had been sold. It was usually safer to cover such projects retrospectively, once finished.

But then I talked to Ivan, made contact with the owner, Lloyd Jackson, and took a punt on it for my very first issue. It was a gamble to say the least, but having got to know Lloyd – and learned of his determination – I really shouldn't have worried.

Each month the next instalment of pin sharp images would appear in my inbox and bit by bit I began to realise that what we were publishing each issue was the work of a metal fabrication genius. A restoration the entire VW world would acknowledge as being one of the most well documented and detailed ever. The fact that Lloyd and the crew at Deluxe Metalwork were doing it in record time – just seven months – in order to debut at this year's *VolksWorld* Show, was even more remarkable.

At no point did Lloyd suggest this level of work was the kind of thing you could necessarily do at home on your own driveway, but instead, as an act of goodwill – of pure philanthropy – he was doing it so readers could see the expert metalwork repair techniques first hand. In other words, if you're paying a specialist good money to restore your car, this is how it should be done.

The rest, as they say, is history – and you can see the finished product in the extended feature this issue on pages 40-53.

Meanwhile, back on planet earth, I've been sorting out the ride height on my Beetle. Thanks to help from Mark Walker, it's now sitting a bit lower and, equally importantly, more level. So that leaves me the rest of the summer to sort out the other jobs on it…

Ian Cushway
Editor

It was a gamble agreeing to the coverage of a ground up restoration, but thanks to the owner's dedication, it all paid off

> "what we were publishing each issue was the work of a metal fabrication genius"

Fitting dropped spindles at the front has finally put Ian's Beetle on an even keel

What do you think?
Let us know what you'd like to see in the magazine – email volksworld.ed@kelsey.co.uk

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Show calendar

Events that mark the closing days of this year's VW show season

August

VW FAB Festival
Date: 25-27 Aug 2017
Location: Strumpshaw Steam Museum, Norfolk
Contact: www.vwfabfestival.co.uk

September

VW Action
Date: 1-3 Sept 2017
Location: Santa Pod, Wellingborough
Contact: www.vwaction.co.uk

The VW Aircooled Event
Date: 8-10 Sept 2017
Location: Budel, Holland
Contact: www.eircooled.com

Busfest
Date: 8-10 Sept 2017
Location: Malvern Showground
Contact: www.busfest.org

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Doncaster VW Festival
Date: 15-17 Sept 2017
Location: Parklands, Doncaster
Contact: www.doncastervwfestival.com

Grill-n-Chill
Date: 15-17 Sept 2017
Location: The Hop Farm, Paddock Wood, Kent
Contact: www.grill-n-chill.co.uk

Keverdag KCN Limburg
Date: 17 Sept 2017
Location: Brunssum, Holland
Contact: www.kcnregiolimburg.com

Das Drag Day
Date: 16-17 Sept 2017
Location: Koblenz, Germany
Contact: www.autobahn.be

Retro Dub Suffolk VW Festival
Date: 22-24 Sept 2017
Location: RAF Bentwaters Parks, Woodbridge, Suffolk
Contact: www.retrodub-suffolk.co.uk

Splits at the Lake
Date: 22-24 Sept 2017
Location: Strandbad, Nuenen, Holland
Contact: www.spijlbustreffen.nl

Vintage Waasland Show & Cruise
Date: 24 Sept 2017
Location: Sint-Niklaas, Belgium
Contact: www.vintagewaasland.be

October

Brighton Breeze
Date: 7 Oct 2017
Location: Brighton
Contact: www.brightonbreeze.co.uk

Oktoberfest
Date: 6-8 Oct 2017
Location: River Dart Country Park, Devon
Contact: www.oktoberfestuk.com

Air-Time
Date: 21-22 Oct 2017
Location: De Nieuwe Erf, Diessen, Holland
Contact: www.air-time.nl

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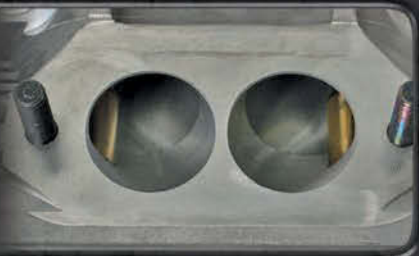
Great Cylinder Head for small displacement engines. Very small 61cc intake port with high port velocity, offering good low-end driveability on engines as small as 1600cc, yet still flows enough CFM to make 160+ horsepower on large N/A displacement engines.

61cc Chamber Volume

63cc Intake Port Volume



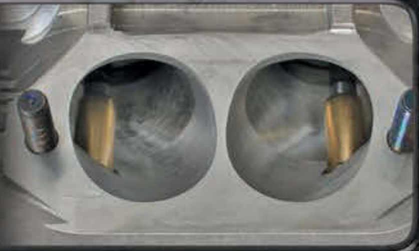
044™ CNC Ultra Mag Plus

90.5/92 or 94 Bore with 42 or 44 x 37.5 valves

Ideal head for 2000cc engines and larger. 75cc intake port allows for increased RPM potential, yet still small enough for good mid-range power. Capable of producing 190+ horsepower on N/A engines. Great head for turbo applications also.

62cc Chamber Volume

75cc Intake Port Volume



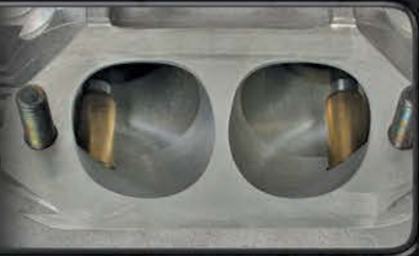
044™ CNC Mini Wedge

90.5/92 or 94 Bore with 43 x 37.5 valves

Slightly higher port volume than the CNC Ultra Mag, allowing for greater RPM and power potential. The Mini Wedge Port uses a 43mm intake valve and flows enough air to produce over 200HP on N/A engines. Also performs well on turbo applications.

64cc Chamber Volume

78cc Intake Port Volume



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90.5/92, 92 or 94 Bore with 42 or 44 x 37.5 valves

This is one of our favorite heads! The Wedge Port uses up to a 44mm intake valve. The small 76cc intake port flows 209 CFM and can produce well over 210 horsepower on N/A engines. Great head for hot street engines due to the high port velocity. A great head for turbo engines.

67cc Chamber Volume

76cc Intake Port Volume

044™ CNC Super Pro

94 Bore with 45 x 37.5 valves

The Super Pro is a horsepower making machine! The larger 45mm intake flows an incredible 224 CFM, but still retains great port velocity with its 81cc intake port. This head produces huge horsepower on N/A engines. Great for hot street cars and bracket race cars.

67cc Chamber Volume

81cc Intake Port Volume

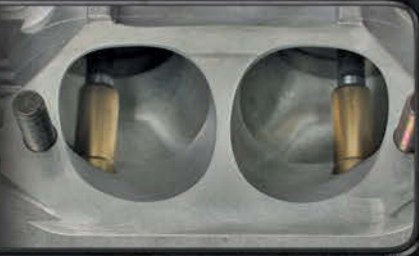
044™ CNC Ultra Wedge

94 Bore with 46 x 37.5 valves

The GodFather of all CNC heads. Flowing over 230 CFM, it makes power most race-only heads are capable of! Larger 89cc intake ports allow for extremely high RPM potential & power levels exceeding 240 horsepower on N/A engines. Great for extremely hot street cars, and drag cars.

69cc Chamber Volume

89cc Intake Port Volume



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Malaysia to Hannover

Epic journey takes enthusiasts 12,500 miles in vintage VWs

In early March, five Volkswagen enthusiasts said goodbye to their homeland in Malaysia and set off in three Buses and a Beetle. Their destination, two continents and 20,000km away, being Volkswagen's Transporter production line in Hannover, Germany. Well, we're pleased to report they made it without major drama – and even managed to take in a few shows on route.

When Cliften Nathaniel (1978 Bay Window), Terence Moses (1967 Split Screen Bus), Stephen Pang (1967 Split Screen Bus), Monica Xavier and Udh Aya (Beetle) proudly drove their classic VWs onto the production site at Hannover, it was accompanied we presume by a roar of applause from all that witnessed it, including top production official Friedrich Mattiszik. "We know that we have Bus fans across the globe, but to see them travel here from such a distance in their vintage vehicles – we have never experienced this before," he gushed. "It is an honour for us to show our plant, the birthplace of the vast majority of Transporters, to these globe-trotting fans."

Their route from Malaysia to Hannover passed through Thailand, Laos, China, Russia and Europe, the classic VWs managing the epic journey without major breakdown. "VW Buses are simply indestructible. And when they do need repair, we can usually handle it ourselves," enthused Splittie owner Terence Moses. However, just in case disaster did strike, they had tyres, replacement parts and tools lashed to their fully laden roof rails, along with countless pieces of luggage.

While on the European leg of their trip, the Malaysian enthusiasts also visited the Volkswagen vintage meet in Hessisch-Oldendorf in Lower Saxony before crossing the English Channel to visit VW Heritage in Shoreham in July. They even stayed on for their monthly Heretics meet in the evening, grabbing the furthest travelled trophy in the process.

They're now on their way home, visiting orphanages in various countries and participating in a number of charitable events for their #Live2Drive campaign, on a journey that's likely to take them over 50,000km (31,000 miles) by the time they get back to Malaysia.

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Having left in early March and successfully reached their Hannover destination in June, the intrepid travellers are now on their way home

> “VW Buses are simply indestructible. And when they do need repair, we can usually handle it ourselves”

Live2Drive
GIVING BACK TO THE CHILDREN OF THE FUTURE

Trip is in aid of the community based Live2Drive initiative

The team were allowed to drive their VW's into the Transporter production plant

vwheritage
Volkswagen Classic Parts

Crossing the channel to visit VW Heritage in Shoreham was another objective achieved

Latest Stuff

STYLISH GEAR KNOB

From: **www.aircooledaccessories.com**
Price: **£25**
Why not treat your VW to one of these aluminium gear knobs, which are available with the shifter pattern engraved on the top or just plain polished. They are made in 7mm, 10mm and 12mm fitments and would look great with one of Aircooled Accessories' matching gearstick extenders (£18).

AIR WE GO

From: **www.webcon.co.uk**
Price: **£22.50**
Webcon has announced a new air filter (part number 9931741100) to suit the Weber ICH and ICT range of single choke carbs. The smart new filter features a rubber base and clamp to fit a 52mm carburettor top, and is 120mm in overall height. The filter base is 90mm in diameter, and the top is 75mm diameter, making it ideal for most air-cooled motors.

NARROWED BUG BEAMS

From: **www.Justkampers.com**
Price: **£435**
JK have just created a brand new, 4in narrowed front beam for the VW Beetle. As with so many of JK's parts these days, their new beams are made in the UK on-site in their Hampshire HQ. Their team uses lasercut end-plates and TIG-welded tubes to ensure that they're of the highest possible quality. The beams are fully MoT compliant and each one is powder-coated when finished, to ensure that it lasts the test of time and withstands whatever you can throw at it. The beams are available for left- (J39655) and right-hand drive (J19227) cars and will fit balljoint Beetles from 1965 onwards.

Machine shop masters

Auto Craft's impressive new CNC cutter will enable them to make their own tooling, thus allowing them to make panels more quickly and easier

Repair panels are made to NOS quality, or better if there's an improvement to be made somewhere

The Warwickshire-based enterprise came into being 13 years ago and is now one of Europe's largest VW parts manufacturers

We've seen some pretty impressive workshop kit in our time, but the new addition to Auto Craft's already impressive machine shop takes the crown. In fact, it's big enough to warrant having a room all of its own. It's a new Hurco machining centre, which will enable the Nuneaton manufacturer to custom-make its tooling in-house, giving them full control over the entire process and making it quicker and easier to produce new products.

Auto Craft Engineering Ltd (www.autocrafteng.co.uk) is now one of Europe's largest manufacturers of high quality classic VW parts and specialises in repair panels for Bays, Split Buses and Beetles. They manufacture a range of around 400 parts in-house, using a combination of traditional and modern techniques to OE or better quality.

Said the firm's Karl Brown: "We do everything from hinge pins to complete Split Bus side panels. In fact, we do virtually every panel now for VW Buses. We manufacture everything to original specification, or better. It's a case of reverse engineering, taking a NOS panel and seeing if it can be improved in any way." And with their new piece of kit installed, there's nothing stopping them.

Ex-*VolksWorld* race car wears new coat

Our old racer has been covered from head to toe in RAPTOR by current custodians VW Heritage, in a fetching shade of Audi Nimbus Grey.

A big thanks from them to Dave McCarthy, his team and all the students at North Herts College in Stevenage for putting in the graft on this. Also occurring last month, was the completion of a new powerplant, a 1776cc SSP engine built up by Arnie Levics in Somerset.

Established over 40 years, and long term customers of VW Heritage, they were trusted with the assembly and tune up of the motor.

Now it's just the small matter of putting the car back together (rewiring, refitting all the steering and suspension, gearbox and a couple of race seats) and then bolting in the turn-key motor.

VW Heritage plans to MoT it so it can be used by MD Barney around Brighton; as well as on track days with staff and customers throughout the year.

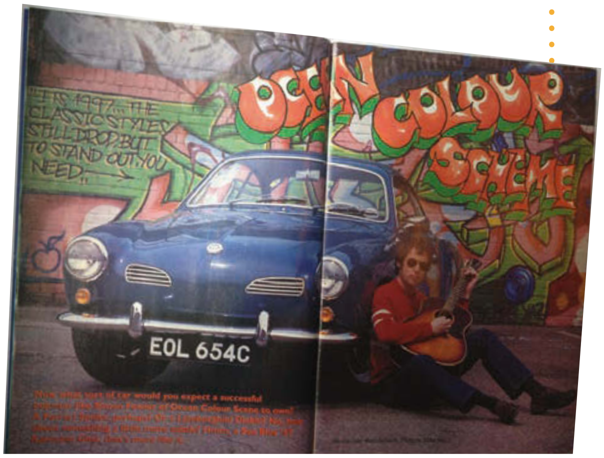
Ex-*VolksWorld* race car has been treated to a coat of Audi Nimbus Grey RAPTOR

SSP 1776cc engine has been built up by Somerset specialist Arnie Levics

REMEMBER THIS?

20 years ago in *VolksWorld*...

We managed quite a scoop by featuring Simon Fowler from Ocean Colour Scene's Sea Blue '65 Ghia in this issue. Remember, this was when the band were at their best, hitting the charts, having appeared as support for Britpop icons Oasis at Knebworth House the previous year. Apparently, 'Foxy' saw an article in *The Guardian* about a Ghia, and decided he had to have one. He now drives a diesel Merc.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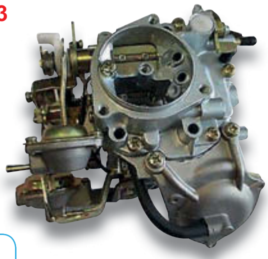

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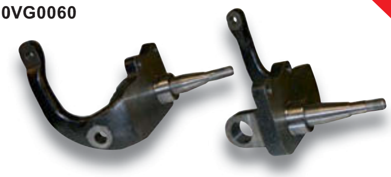

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You never know, your car could be the real show-stopper in 2018!

Your shout

Beetle blues

Reading the editor's 'Welcome' in July with interest, it's dawned on me that the difference between Ian Cushway and myself, is that I didn't "call a halt and down tools" as I probably should have done. Six years later I still have a garage and a spare bedroom full of boxed car parts and no Beetle.

I didn't think at the time it would end up like this, and in hindsight I wish I had restrained myself and kept my project as a rolling restoration rather than letting it turn into a full 'nut and bolt' job. My 65,000-mile from new 1969 Cobalt Blue 1300 Beetle was MoT'd, basically roadworthy, looked pretty good overall and just had a few niggles that needed sorting. Compared to some of the 'trailer pickup only' cars offered for sale on the internet 'in need of restoration' mine was a gem. However, the more I investigated my apparently sound car, the longer the 'job list' grew.

The first owner had got his then new Beetle spray undersealed before delivery, which probably saved much of the underbody from corrosion. However, getting all that old (and starting to fail) underseal off in my limited spare time, took me the best part of three years!

What was revealed in the end was a basically solid car, although moisture had started to creep in through the inevitable cracks and corrosion was starting to take hold.

And here's the dilemma. If I had restrained myself and managed an even slower paced rolling restoration, enjoying driving the car and going to shows etc, what would have happened to that creeping rot over the last six years?

I'm guessing that the areas that only needed a wire brushing and rust treatment, would by now require repair panels and welding. Not a disaster by any means, but less of the original factory made car, in a world where good unmolested examples are becoming increasingly rare.

I hope to keep much of my Beetle as it was when it left the factory, only replacing what I have to, and sympathetically repairing / restoring everything else. It will take a while yet at the rate I am working, which gives rise to 'a bad case of the Beetle Blues' (anyone a song writer?) I can see how easy it is for folk to fall out of love and abandon their project. However, my regular issues of *VolksWorld*, visits to VW shows and occasional period accessory hunting on eBay help keep the dream alive. If it wasn't for your glossy reading material, especially over the winter months, I might well have thrown in the towel by now.

Andi Holmes, South West Scotland (where it rains a lot!)

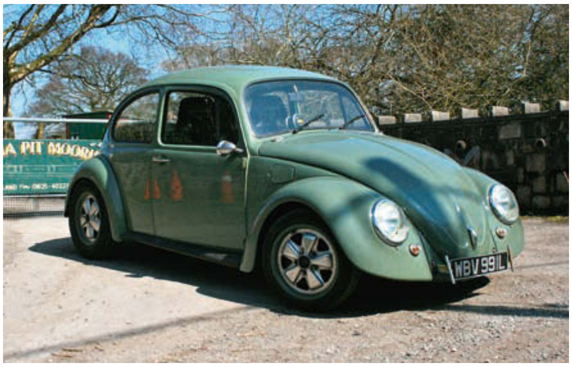
^ This is how Andi's car started out – it looks pretty good in our opinion

> Andi must have known that old mattress would come in handy one day…

^ Not content with simply carrying out rolling repairs, Andi took the body off the chassis and embarked on a long-term project

What a great story. For a genuine, low mileage example like yours, a 'nut and bolt' restoration is the only way to go. So, despite what you say, I think you've done the right thing by taking your time on this one – Ed

Reader's ride



I wondered if you'd like to include a picture of my 2054cc twin Weber 40 1973 Beetle (attached). It was my first car at 18, I'm now 33. In that time it's had a full nut and bolt restoration, cross-drilled disc brakes fitted up front, all fibre glass panels, bucket seats and race harnesses.

On the rolling road it's developing 125bhp at the flywheel, 110bhp at the wheels. I was inspired by the classic Cal Look and the Porsche Salzburg rally cars, and wanted to build a wolf in sheep's clothing – so 1952 VW Pastel Green is the colour it's finished in.

Josh Shirt, Sheffield

Looks spot on, Josh – Ed

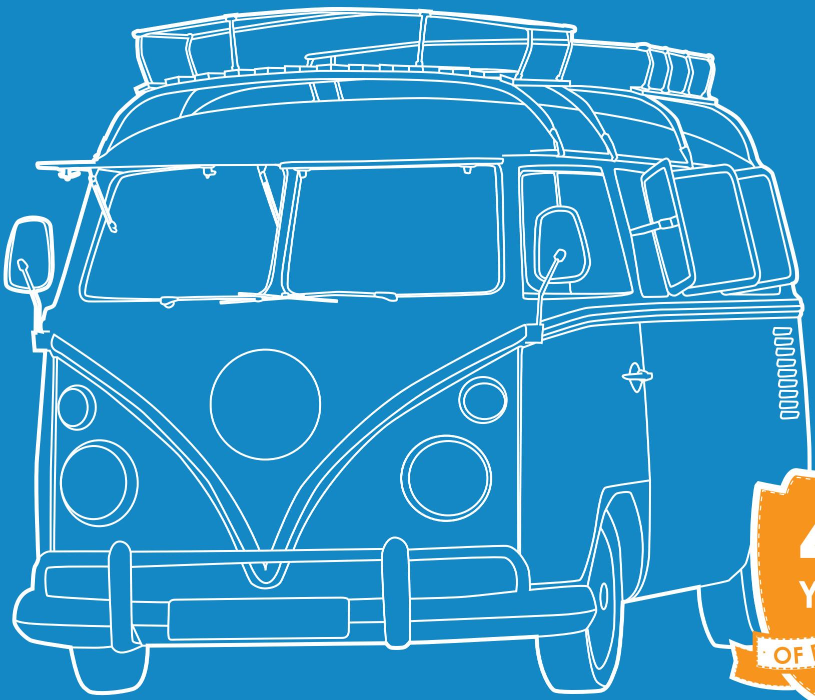
REMEMBER THIS?

10 years ago in *VolksWorld*…

We were obviously on to a good Thing with Mike Grady's gaudy green Type 181. Shot in the Arizona sun, Mike's own blend of Kawasaki green sure gave everyone's retinas a bit of a blasting. The 'mechanically declined' Mike had fitted a 1914cc motor, adorned with a pair of mahoosive Dellorto 45's. Nice.

The Thingie

"Bright colours and a cheery demeanour"



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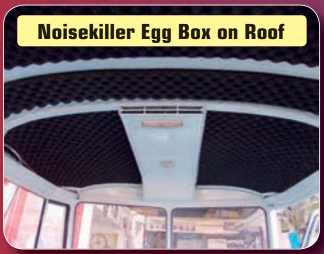
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# 04851

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This stock oil drain plug will fit the sump plate announced before in this Newsletter, the perfect alternative for the magnetic oil drain plug.

# 62406

Wiper blades for the VW Thing

We have wiper blades for the VW Thing available for many years now, only in silver color though, this was an original factory color. Volkswagen also installed black and olive green wiper blades, the latter was especially designed for military vehicles. These new wiper blades are exclusively available at Paruzzi.

# 02176

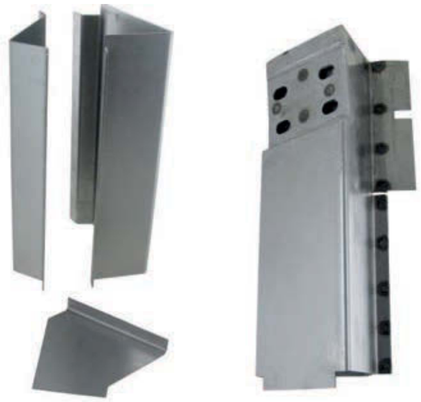
EMPI EPC 34 carburetor

The main advantage of the EMPI EPC 34 is that it has been build to be installed on air-cooled Volkswagen engines.

# 26851

A-pillar for the Split Bus

We have now new metal sheets available for a partial restoration or for a complete restoration including the hinge brackets. If the metal around the lower hinge is still fine but the bottom part is damaged then we have this 19 cm 3-part repair set available. If the metal from the hinge is also damaged then you can use the 25 cm complete bottom repair set including the hinge bracket.



# 04564

Tunnel drain valve

VW added a tunnel drain valve starting with the 1967 model to allow water to escape if one of the rubber seals would fail. Check it on a regular basis so you don't end up with a rotten chassis.

# 10650

Turn signal lenses for the 1958-1963 Karmann Ghia

Clear lenses were only available for some countries, they are not allowed everywhere in the world, so make sure you check your local regulations. These turn signal lenses for the Karmann Ghia from 1958 (VIN 2 103 015) until 1963 (VIN 5 853 201) just arrived at Paruzzi, they are available in our webstore.

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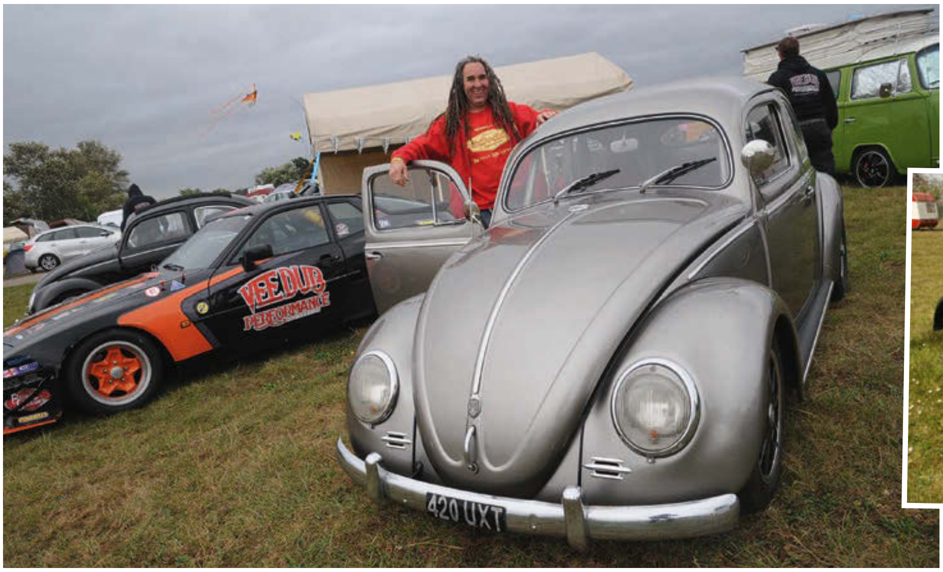
Car of the month



Gas Burner alloys and opening rear windows are just two of the many subtle features on Darren's Oval

Darren Claggett, 1957 Oval Window Beetle

"My Beetle was previously finished in a ratty black colour," grins Darren. "However, I've had it repainted Polar Silver, which is an original 1950s colour for the car. I've owned it for 14 years and it has been very much a 'work in progress.'" The car belonged to a friend, who did some of the work, but when he had to sell it in a hurry, Darren was straight in there.

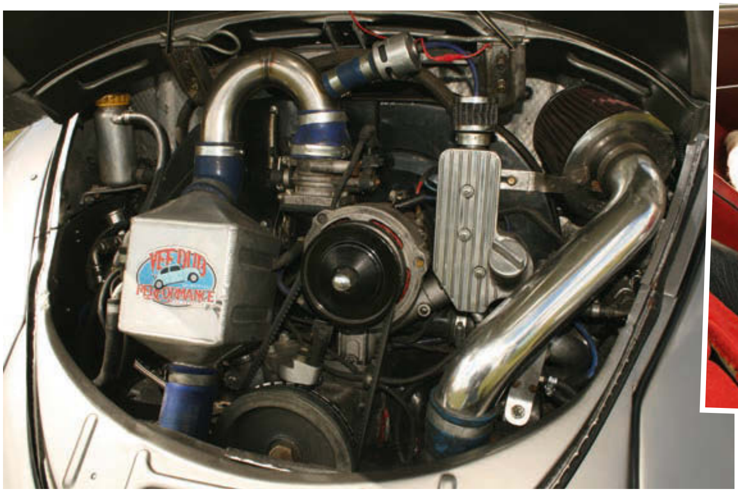
"I believe when the car was new it was shipped from Germany to the Congo in Africa, and was specified with right-hand drive. I just love driving it and most weekends I am off in it travelling to a show."

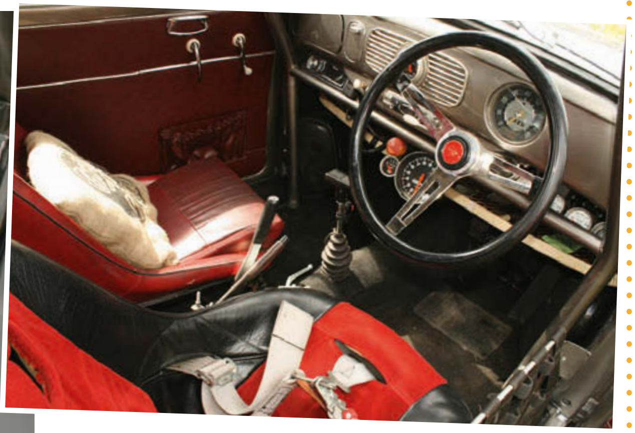
The Beetle is far from stock when it comes to running gear and lurking in the engine bay is a 1914cc motor, complete with turbo and electronic fuel injection, which was built by friend James Wotton at Vee Dub Performance in Kent. The suspension has been mildly lowered at the front and rear. Darren has raced the car over the last few years, with his best time to date down the drag strip being 12.54 seconds for the quarter mile, so it's one pretty quick Oval. "Drifting the car is also a lot of fun," quips Darren!

The interior features a JAZ Racing driver's seat and a retro bucket seat for the passenger. There's also a full complement of gauges, including an all important rev counter. If you ever come across Darren drag racing his Beetle, be sure to listen to the engine's glorious mellifluous roar when it's at full chat and witness its speedy launch.

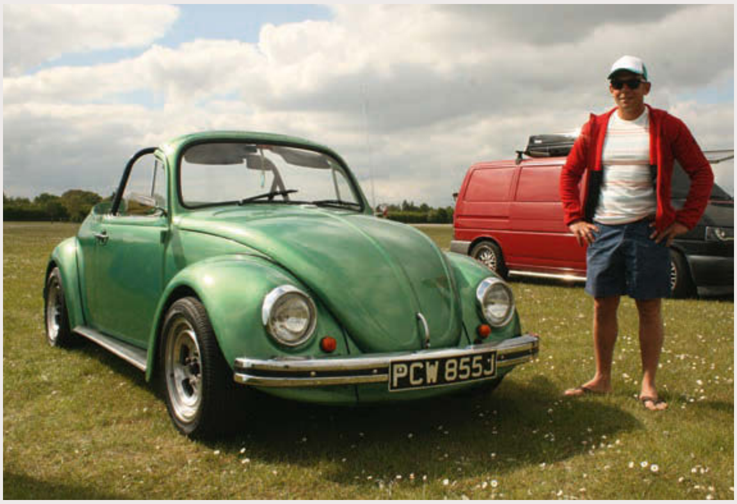
> “when the car was new it was shipped from Germany to the Congo in Africa”

Turbo was built by Vee Dub Performance and gives Darren's Bug plenty of poke. If you haven't seen it drift, check out YouTube





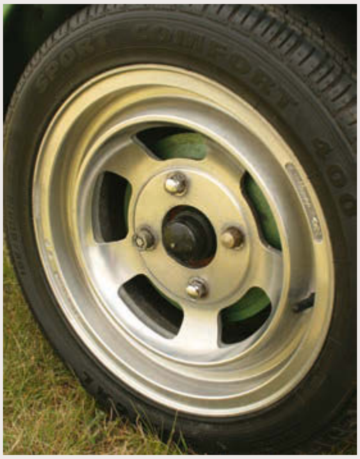
Interior has the benefit of a roll-cage, racing buckets and a variety of extra instruments



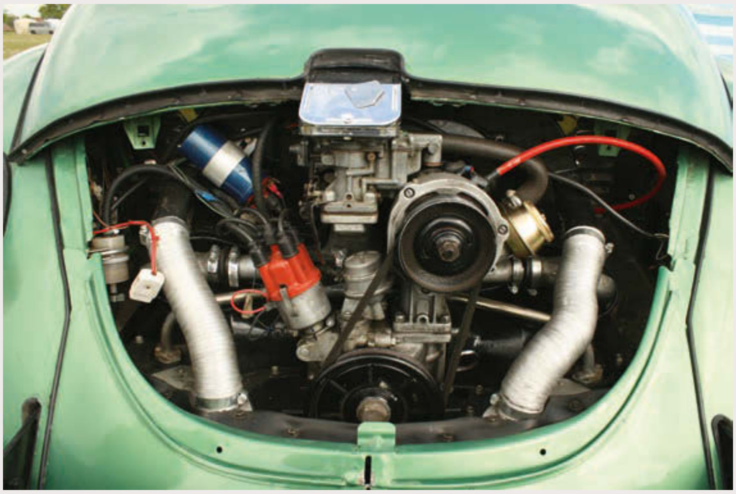
Rhys Davies, 1970 Wizard Volksrod

"It was built by Graham Cross from Northamptonshire," says Rhys. "He started the build around 2008 and finished it in 2014." The main transformation from stock Beetle to funky Volksrod roadster, other than removal of the roof, involved the fitment of the GRP rear bodywork and deck panel. The engine cover lifts off to reveal a 1600cc, which was reconditioned when fitted by Graham and has covered a mere 10,000 miles since. A rear four-point roll-bar offers an added element of safety, should the unmentionable happen. The interior sports the original Beetle's seats, plus a Scat gear shifter.

Rhys plans to have the area behind the rear seats re-worked, to provide some useful extra storage space, and also wants a new vinyl soft top. Although the current one fits and doesn't leak, it isn't quite correct. "The car has retained its original drum brake set-up, so that's something else that may require upgrading to front disc brakes," adds Rhys. A feature of the Beetle that looks like staying, is the quintessentially 70's Wolfrace alloys, a time-honoured period fitment!



Nothing sums up the '70s better than an original set of 'Wolfies'

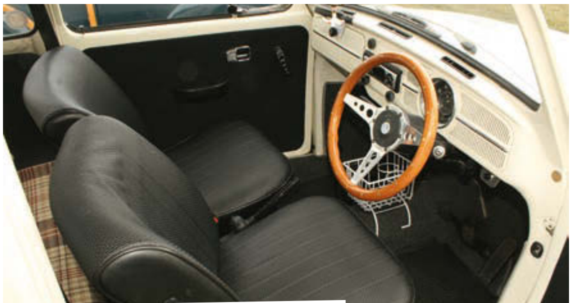


The carburettor's air filter is a pretty tight fit, needing to be a tad squashed in order to fit reasonably flush with the rear deck and engine cover

John and Cath Goldup, 1967 1500 Beetle

John and Cath Goldup bought their Bug in 2014, fairly locally to their Essex home. The previous owner had run the car for a long time and over the years had completed much restorative work, although John had to replace the rusty section of floorpan under the battery. The Lotus White paintwork was okay, but mechanically the Beetle was rather tired in places. The original 1500cc engine was leaking oil, so that was one of the first jobs that John tackled. He retained the original pistons and barrels, but replaced the pushrods and all the seals and gaskets, including the main gearbox seal, which means there's no longer oil stains on his driveway. He also fitted an electronic ignition for enhanced reliability.

The brakes have been refurbished with new discs at the front and drums to the rear, along with a new brake master cylinder and lines. John's also fitted baby moon style domed hubcaps, as well as earlier chrome bumpers, in order to give the Beetle a more retro look. "We also purchased a stainless steel roofrack from the USA which fits well and looks a treat. We've been really pleased with the Beetle and are glad that we've done all the work to make it solid and reliable."



Don't you just love the simplicity of this era Bug? The seats had already been fitted with replacement covers but the wood rimmed sports wheel is a more recent addition

It looks nice and tidy under here, helped by the fact that John's fitted a new fuel tank

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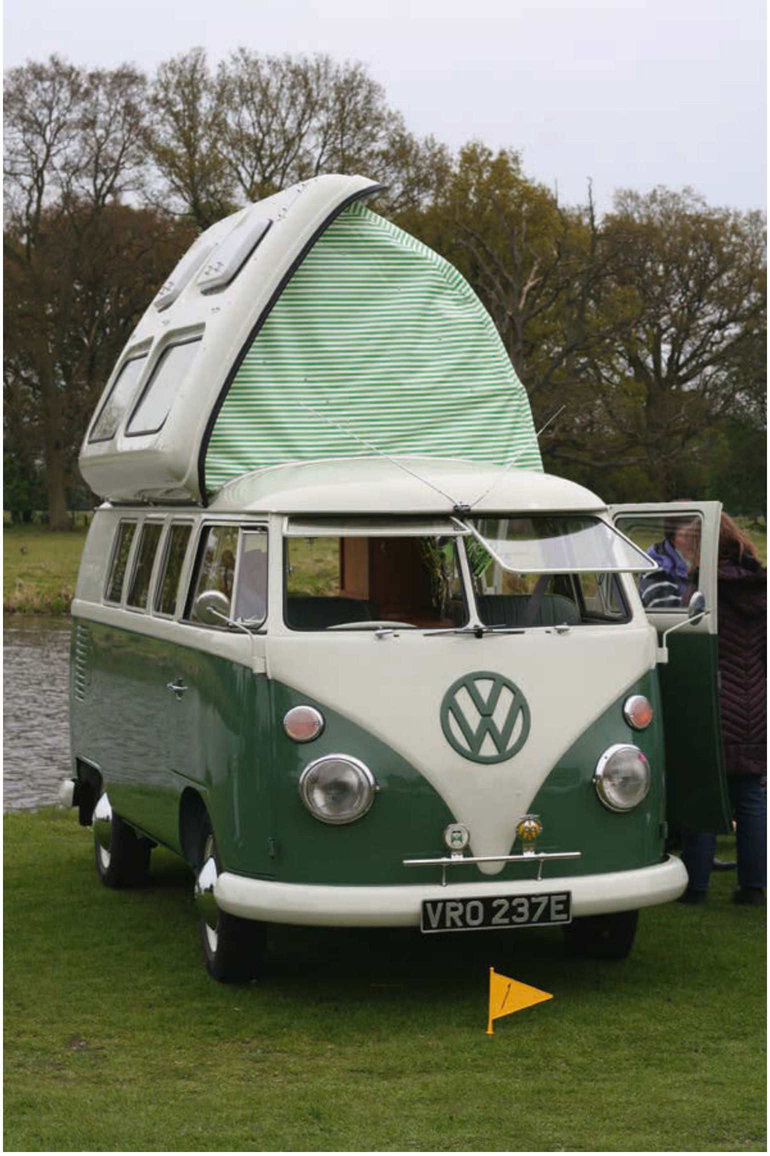
The Dormobiles of perception

Dormobile may have been best known for its Bedford-based conversions, but it did a rather nice line in Volkswagen Campers as well

Words
Richard Gunn

Of all the companies associated with Volkswagens, it's Dormobile that has the earliest origins. This British conversion company forged a name for itself from the 1950s onwards, but its roots date back to 1773. That's when its parent company, Martin Walter, was founded, making horse harnesses. This eventually led onto manufacturing carriages and coaches and, with the advent of the internal combustion engine, car bodies. It was responsible for some quite lavish creations on Rolls-Royce, Daimler, Vauxhall and Mercedes-Benz chassis. During the two world wars, it turned out military vehicles as well.

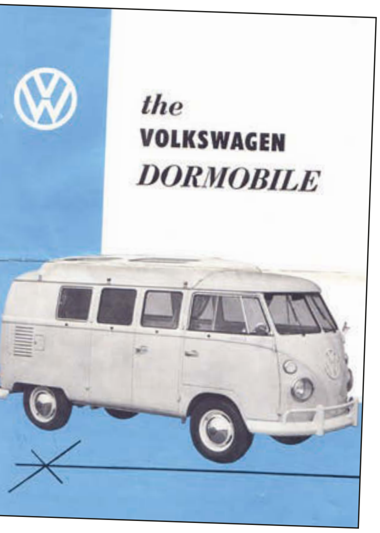
> "Somebody with foresight decided to offer the option of holes cut in the tops of Buses"

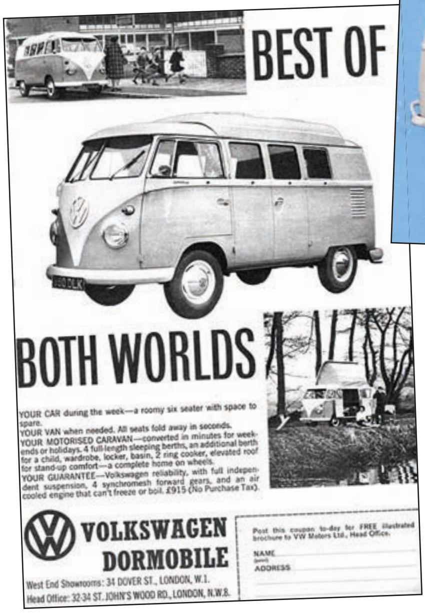


The side-hinging elevating roof was a trademark Dormobile feature

Dream concept

The company was based in Folkestone, Kent, and, one day in the early 1950s, urban legend has it that one of its directors noticed commercial vehicle owners putting cushions and mattresses in the back of their machines so they could sleep while waiting for cross channel ferries. From this small acorn grew the mighty oak that was the Dormobile; its name appropriately enough taken from the French word 'Dormir', meaning to sleep. Actually, 'Dormatic' was the initial moniker applied to the firm's patented folding seats-into-a-bed design, but once cookers, sinks and other paraphernalia for living rather than just sleeping started to be added, Volkswagen Dormobiles were officially backed by Wolfsburg, meaning they could be sold through VW dealers and their warranty was validated

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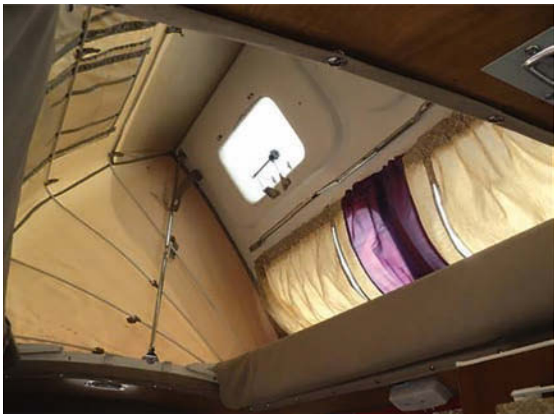
Fibreglass roof allowed room for two hammock beds and featured twin windows. Condensation was always an issue, though



the name 'Dormobile' was adopted. Not long after this, somebody with foresight decided to offer the option of holes cut in the tops of Buses, with side-hinged elevating roofs (usually with twin windows) fitted over them. Other converters would rush to follow suit.

Volkswagen Type 2s had yet to become widespread in Britain, so most Dormobiles were the already popular Bedford CA vans, hence why the name has become so linked with these Vauxhall-made models. Around 10,000 were done in the late 1950s and early 1960s, leading to trains being used to transport base vehicles to the Folkestone factory. But as this magazine isn't called Bedfordworld, there's no need to bother ourselves too much with those.

Stamp of approval

It wasn't until 1961 that Martin Walter launched its Volkswagen variant, at that year's 1961 London Motor Show. These Microbuses had something going for them that others didn't though – having become established and successful throughout the 1950s, Martin Walter had managed to get official approval from Volkswagen. This meant they could be sold through VW's dealer network, with a full warranty. Much more peace of mind than you got from other companies.

The extending roof, which was rare back then on VWs, helped make the Dormobile-branded Type 2s a success. It not only almost doubled the space available and allowed two extra bunk beds to be fitted, but also meant people could stand up properly inside. Unusually, the interior cabinets were steel instead of wood – a mark of the quality of Dormobile engineering. You could even bling up the exterior with a chrome VW roundel for the nose plus a roof rack, although quite how well that worked with the elevating roof is anyone's guess.

When the Bay Window Type 2 came along for 1968, Dormobile (Folkestone) Ltd (as Martin Walter had become) overhauled its interiors. The clever revamp included a fold-out cooker hidden behind the front passenger seat. In 1970, the D4/8 was launched as a luxury variant, in Microbus or Kombi form. So-called because it could seat eight people facing forward, or sleep four of them – presumably the others had to be dropped off at a hotel somewhere. The D4/8's other big selling point was that it featured a refrigerator.

Photo: Silverstone Auctions

Who'd have guessed the original company behind this vehicle's conversion dated back to 1773?

Beginning of the end

By now, Volkswagen Dormobiles were being exported around the world and even being manufactured under licence in countries like Australia. At its peak, Dormobile employed over 800 people, but sales began to decline in the 1970s when more people started flying abroad for holidays. The company laboured on and diversified into building small passenger buses. Its last camper conversions were in 1984, although it never did get around to exercising its craftsmanship on any T25s. Dormobile Ltd finally collapsed in 1994. It might have been a sad end for a firm that could trace its birth back over 200 years, but a few years later, the name was rescued by some former employees. Now situated in Romsey, Hampshire, it converts Land Rovers but also offers parts for its classic Campers. Including, naturally, the famous, side-hinged elevating roof…

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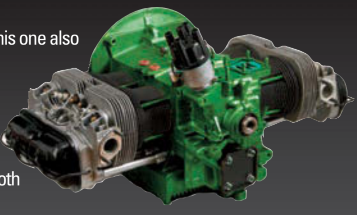

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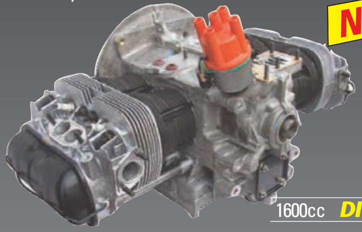

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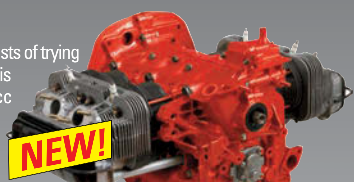

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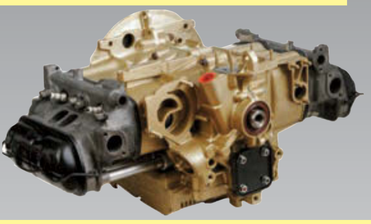
DIY PRICE: £1,475



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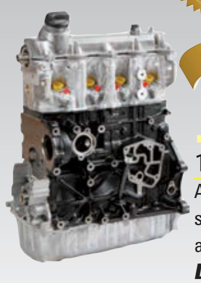

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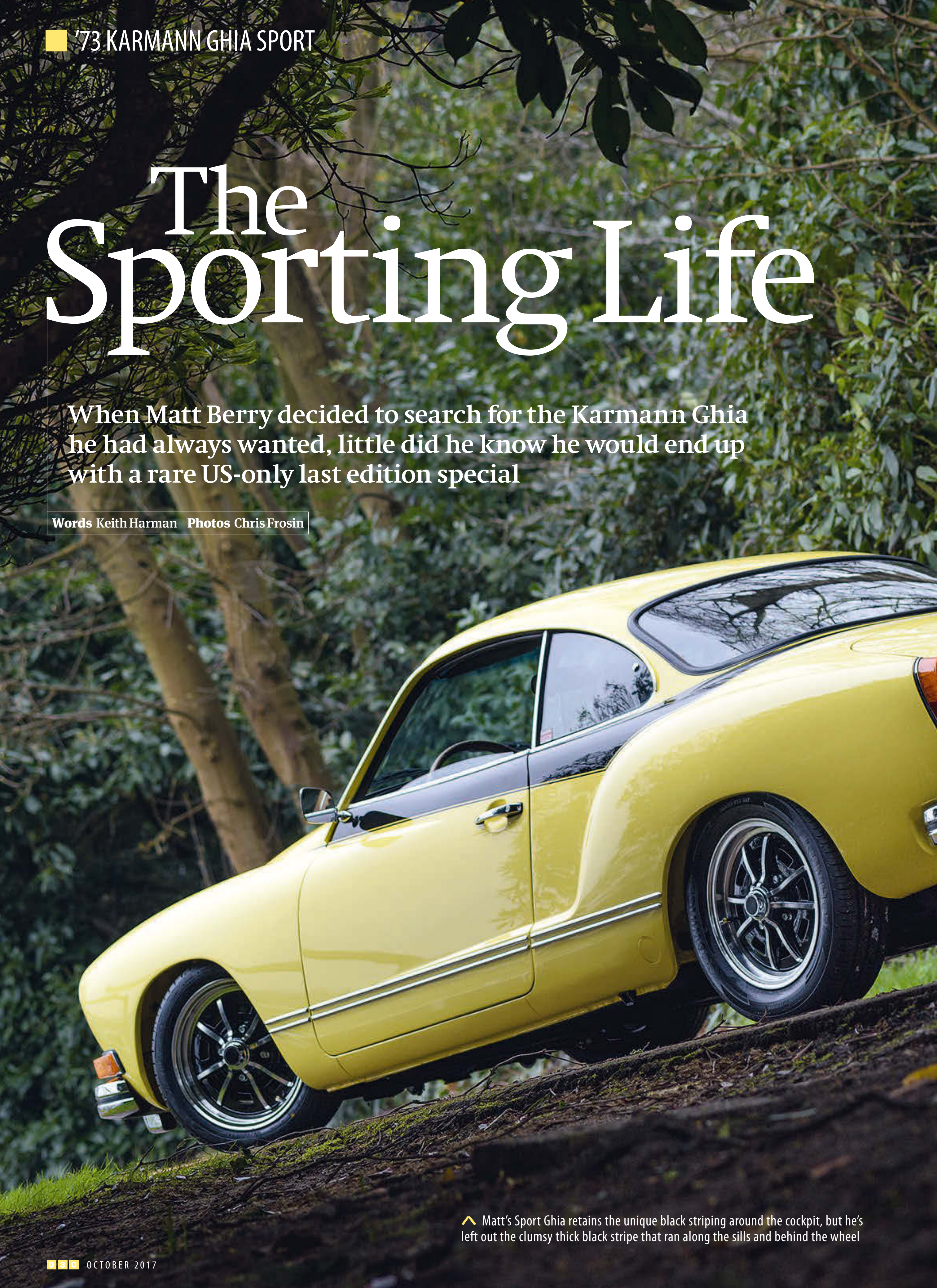
The Sporting Life

When Matt Berry decided to search for the Karmann Ghia he had always wanted, little did he know he would end up with a rare US-only last edition special

Words Keith Harman **Photos** Chris Frosin



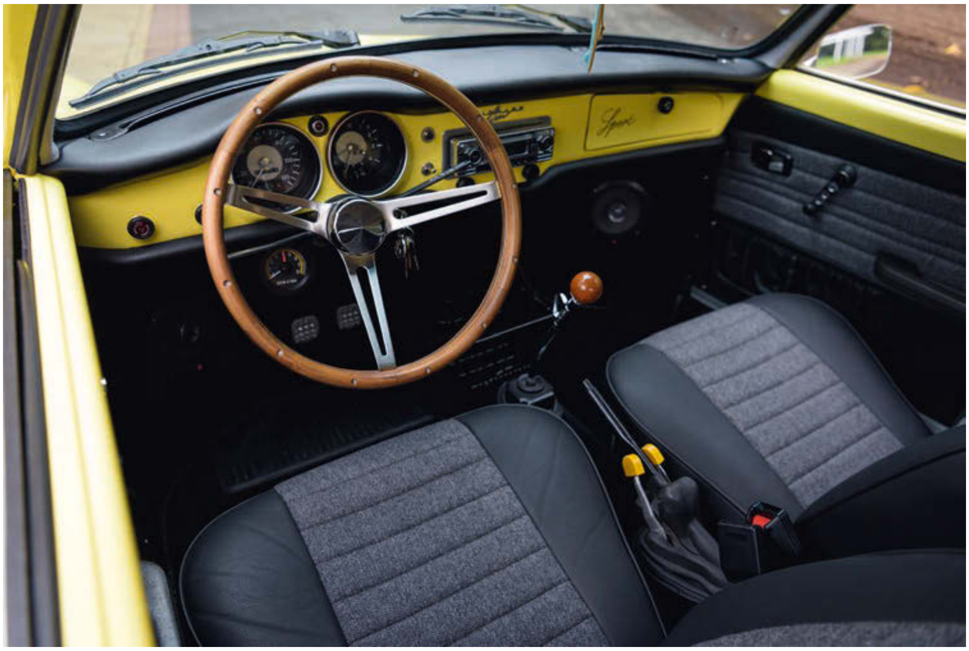
Matt's Sport Ghia retains the unique black striping around the cockpit, but he's left out the clumsy thick black stripe that ran along the sills and behind the wheel

VOLKSWAGEN
ENT 203L

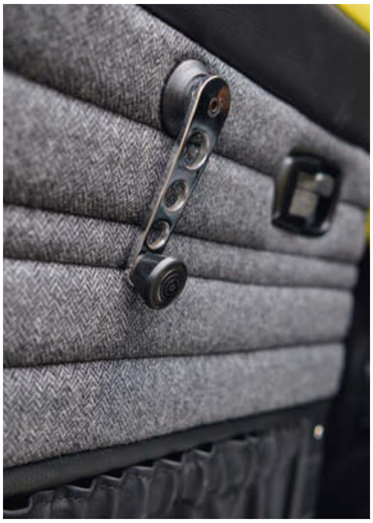
For a lover of older vehicles, you could say that Matt Berry from Maldon in Essex, has the ideal job because for the last 20 years he has been a restoration technician – a posh term for a mechanic, he says – at JD Classics, a high-end car specialist nearby. Though apart from a couple of stock Beetles in the past, he hasn't actually owned a string of interesting classics himself. He freely admits that seeing them every day meant when he clocked off for the weekend, he wasn't that bothered about spending his spare time working on a car of his own. As an admirer of air-cooled machinery he did, however, hold a long suppressed desire to one day own a Karmann Ghia, this desire manifesting itself into reality when in July 2013 he decided to start searching for one. Like most people, he had a budget, but also wanted a car that was as rust free as possible, which led him to get in touch with Steve Walker. He'd met Steve at a show and knew he sourced totally sound vehicles from the USA.

Love at first sight

With a fairly straightforward brief, a few months passed before Steve was back in touch with a car that sounded promising.



Dash would have been padded originally, but painted it contrasts nicely with the subtle black/grey cloth interior and black carpets. Under dash rev counter is a neat touch. Classic riveted wood rimmed wheel probably looks a lot more attractive than the original '70s factory item



Custom winder handles compliment the grey herringbone trim panels

Now, buying a car sight unseen from overseas can be daunting, but the whole process is made a lot less fraught when someone as experienced as Steve is involved. He knew at once the Ghia was a good 'un, imported it anyway, and gave Matt first dibs when it finally arrived. In fact, Matt first clapped eyes on the car on the back of the transporter that fetched it from the docks, agreeing a rendezvous at Spikes Vintage Restoration on route to Steve's. Matt told us, "It wasn't a hard decision at all, I just fell in love with it, the look, (yellow was my preferred colour anyway), everything, I paid for it on the spot and then drove it the short distance home a few days later!"

Last of the line

As it happened, and without initially realising it, Matt had landed himself a very rare and desirable example of a Ghia. A Sport Ghia, in fact, thought to be a limited US edition dealer package, offered to boost flagging sales in the last year or so of Ghia production. Nobody can confirm how many Sport Ghias, available as a Coupe and Convertible, were actually produced, and no 'official' paperwork exists either from VW or Karmann. The story goes that Volkswagen of America had contacted Karmann direct to order the Sport, though others have claimed it was a 'test package' to gauge future customer approval. Either way, VWoA did not clear it with Wolfsburg first, and head office was not amused and halted production immediately after only a few months in early 1973. The Sport was very similar to another US special, the Sports Bug, though this was an official package available in two factory colours. However, the Ghia Sport was only available in Saturn Yellow (L13M). The most striking feature was the black vinyl stripes around the cockpit area, though even these seem to have two styles. One had an additional thick racing stripe around the lower bodywork, and continuing “the most striking feature was the black vinyl stripes around the cockpit area”

Any vehicle in yellow with black accents could only have come from the Seventies. But whereas some cars can look crass, a Karmann can carry off the look without a problem

^ An elusive VW, not many folk have even heard of a Sport Ghia, let alone seen one for real

behind the rear wheels, while the other had just a thin stripe between the wheel arches. Coupes seemed to have been produced with the thicker stripes, while Convertibles had the latter.

Given the option

The rest of the Sport's specification is more sketchy. We understand that 4.5x15J GT-style steel wheels and a sports steering wheel which was black, three spoke and padded were included but beyond that, being a dealer special, it's likely no two Sport models were exactly the same. In truth, they were probably dolled up with whatever accessories were sitting in the dealer storeroom at the time, which is why some may have had popular '70s options such as wood shifters, flared tailpipes, cocoa mats and a better FM radio. The Sport Ghia was sold with no rear seat, just a carpeted rear shelf area, but it seems in '73, VWoA deleted the rear seat on all Ghias instead of having to comply with impending rear seat belt legislation anyway. That said, it was still possible for owners to re-install a rear seat as all the fittings were there anyway.

It's not known how many Sport Ghias have survived to the present day, though no doubt someone somewhere is compiling a register of them. While we think there's one in the Netherlands and another in Mexico, we are pretty sure that Matt's is the only one in the UK. Any other survivors are probably still in the USA, so you are looking at a rare beast indeed!

> "we are pretty sure that Matt's is the only one in the UK"

Mellower yellow

For the first 12 months of ownership, Matt continued to drive the car and enjoy it, but eventually decided the paintwork, faded from the California sun, could do with a freshen up. Once again, Spikes Vintage Restoration came into the picture, and the Ghia was booked in for a re-spray. But you know how these things go, and the bare metal re-spray soon morphed into a full body-off restoration. It's a tribute to previous owners of this car that the only panel needing attention was a dented rear valance, a replacement being sourced from VW Heritage. Said Matt: "Keen eyes might notice that the car is now Porsche Lemon Yellow. It's

>

TECH INFO

BODY
1973 Karmann Ghia, all original steel except for rear valance from VW Heritage; painted in Porsche Lemon Yellow by Spikes Vintage Restoration; all factory chrome re-plated, all other standard brightwork re-anodized and polished

ENGINE
Rebuilt and blueprinted stock 1600cc; twin Weber carbs; 123 Distributor; remote oil filter and cooler

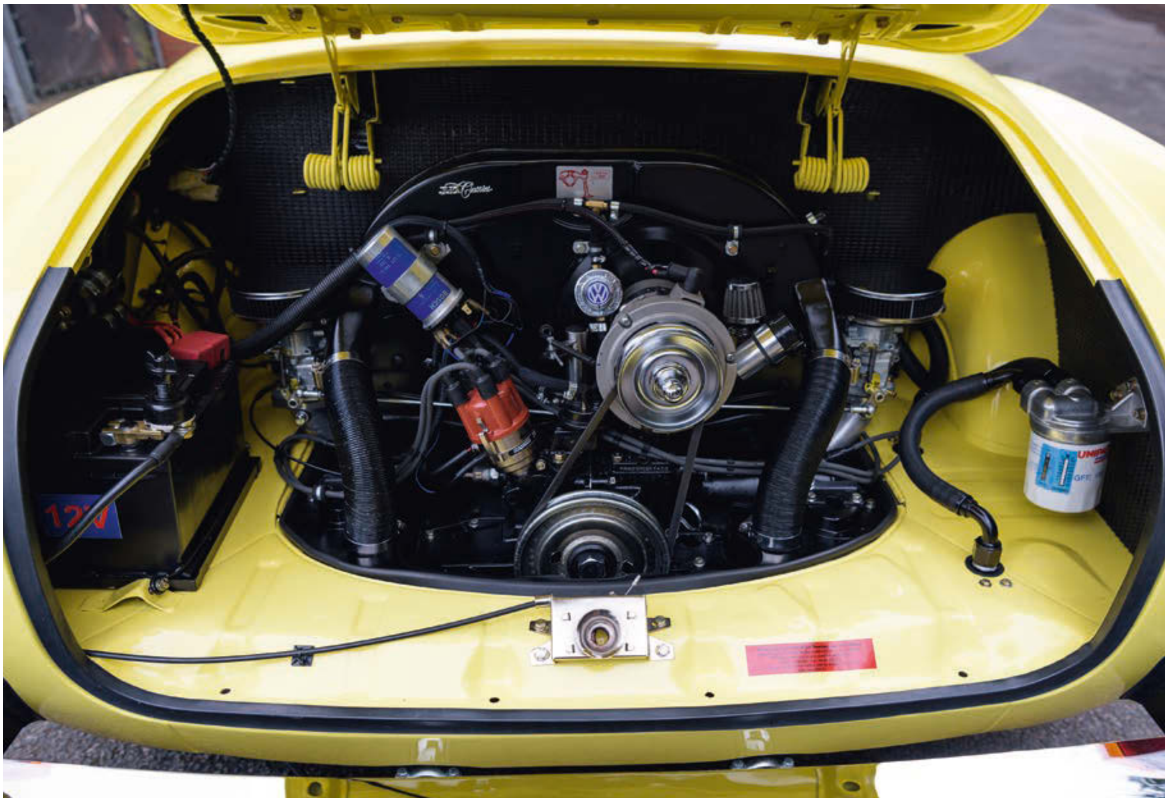
TRANSMISSION
Stock four-speed manual

SUSPENSION
Narrowed front beam; lowered 2in at front with Machine 7 dropped spindles

INTERIOR
Dash plastic stripped, and dash painted body colour; black leather dash top; wood rimmed steering wheel; EMPI gear lever; interior retrimmed in black vinyl and grey herringbone cloth; black carpets

WHEELS
SSP Sprint Star 5x15; Falken 155x15 front, Falken 185x15 rear

THANKS
Matt wants to thank all his friends and work colleagues for favours and help and, of course, Mrs Berry too



Sanitary clean engine compartment features twin Weber carbs and remote oil system, but their installation almost looks like original fitment

With such a keen eye for detail, Matt's got the finish spot on – both inside and out

A spin-on canister oil filter conversion is a handy option for any air-cooled VW

Polished SSP 5x15 Sprint Stars lend a period sports feel to the Ghia

Immaculate front luggage area demonstrates the quality of the restoration not 100% correct maybe, but close, and actually a bit subtler, which is what I wanted."

While we are on the subject of Matt's subtle changes to the car, the dash has been stripped of the original black plastic trim and has been painted body colour instead. Would you have noticed if we hadn't told you? The dash top has been trimmed in leather, and this compliments the custom stitch job in black vinyl and grey herringbone cloth on the original seats and door panels, superbly executed by Kim Scott of Colchester. The black carpets were expertly made up by Andrew Whitehill.

Matt Berry's understandably happy with his very rare Karmann limited edition dealer special

Cool Karma

With the bodyshell away at Spike's, Matt turned his attention to refurbishing the floorpan, fitting Machine 7 dropped spindles to the narrowed beam already installed back in the US. Though this is the limit to the suspension modifications, many of the original parts were replaced and new brake lines were installed. Matt also told us that he plans to fit Gaz adjustable shocks in the near future. His favourite part of the process was the engine rebuild which he was able to do at his workplace, and he owes his gratitude to Derek Hood, his boss at JD Classics, for giving him the use of the engine shop. Matt kept things pretty much stock, but has fitted a 123 electronic distributor, twin 30mm Weber carbs and a separate oil cooler and remote filter. The transmission is the original four-speed, and even the exhaust is a stock replacement.

Matt was more than pleased with the work that Spike's put into the body restoration and paint, and wanted us to thank them once again in print. Consider it done, Matt. Final assembly included the tedious job of re-chroming and re-anodizing all the exterior trim, though it was obviously worth it, and the fitting of the 15in SSP Sprint Star alloys from VW Heritage. Tyres are Falkens all round, 155's at the front and 185's out back.

The end result is a cool Karmann with provenance and rarity, combined with sensible and complementary modifications that add to its usability and appeal. The judges at the 2017 *VolksWorld* Show obviously agreed and awarded it a Top 20 as a result. But don't expect a follow-up anytime soon. Matt says one full blown resto was enough. Having said that, his wife, Tina, has just bought a Bay Window, so you just never know.

"Keen eyes might notice that the car is now Porsche Lemon Yellow"

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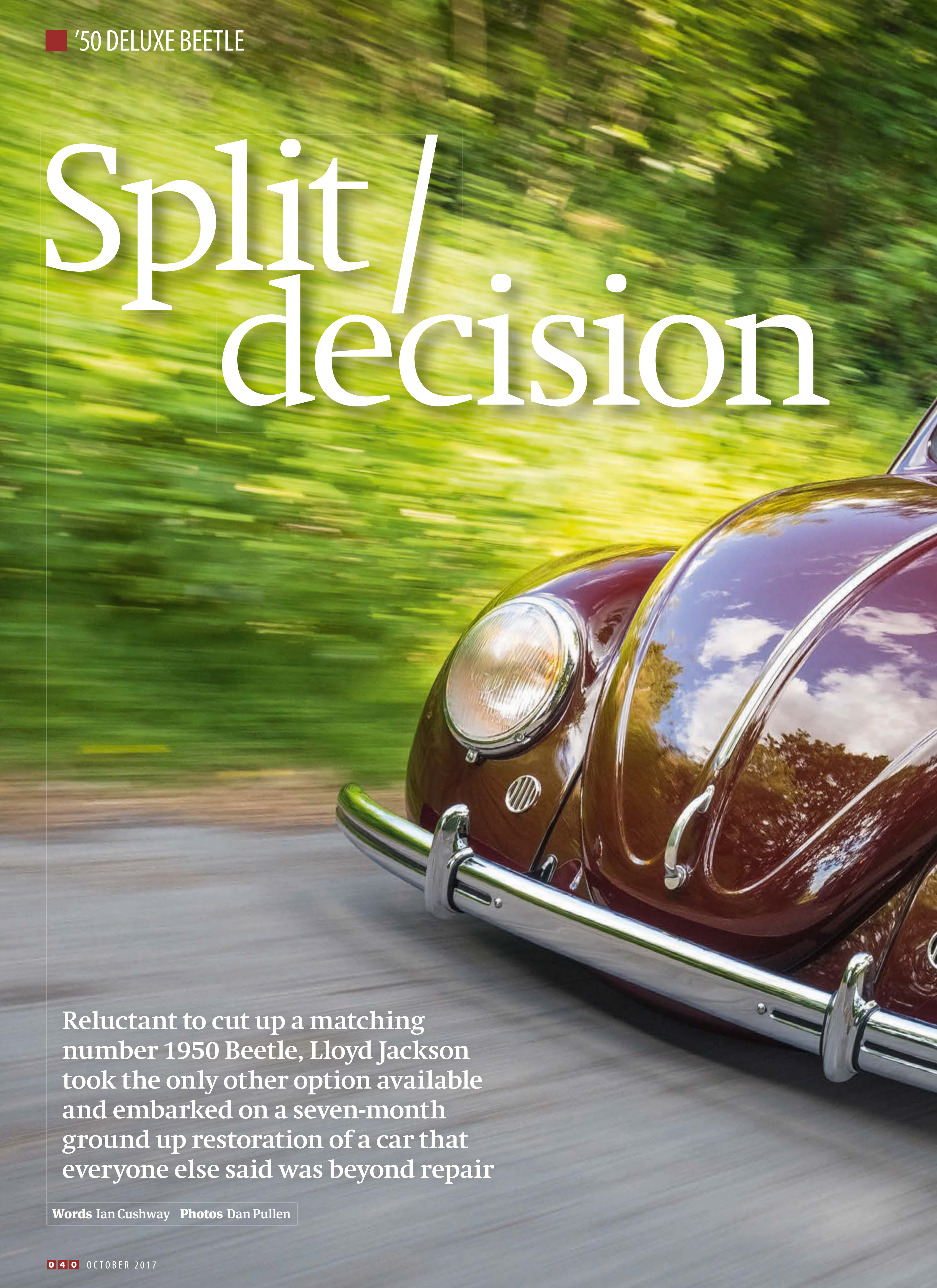


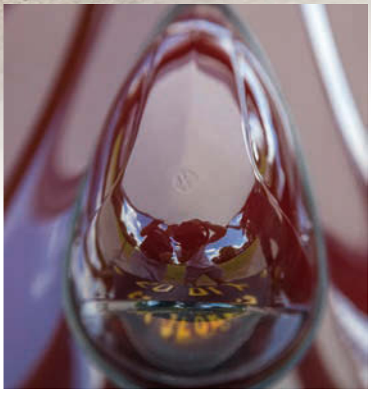
Split / decision

Reluctant to cut up a matching number 1950 Beetle, Lloyd Jackson took the only other option available and embarked on a seven-month ground up restoration of a car that everyone else said was beyond repair

Words Ian Cushway **Photos** Dan Pullen

"you can't put a price on the work that's gone into this car"

We wonder what the first Portuguese owner would think if they could see the car today



Lloyd planned to leave the Pope's Nose he sourced chrome, but decided it was a bit too radical and painted it the same colour as the rest of the body

Polished SSP Fusch rims shod in 145x55x15 rubber at the front look great on this car

Stainless exhaust is a work of art and was specially made for Lloyd by CSP in Germany

Wilwood four-pot caliper with vented discs feature at the front while bigger (later) Beetle drums haul things up at the back

It’s a bit hackneyed starting a feature with a list of superlatives, hoping that some at least will describe the enormity of the task Lloyd Jackson’s achieved by completing the restoration of this 1950 Deluxe. But to hell with all that, because what Lloyd and his team at Deluxe Metalwork in Suffolk have done is basically do the impossible, work sheer magic and produce an end result that’s undoubtedly better than it was when it left the factory almost seven decades ago. But more than that, in a feat that’s put him close to emotional and financial meltdown, he’s not only rescued a car that was, to be honest, well past saving but, against all odds, he’s done it in a matter of months to a deadline.

> “I just couldn’t bring myself to cut it up. It seemed a bit disrespectful”

It’s funny then to discover that restoring the Split Beetle, which rightly grabbed *VolksWorld’s* Best of Show at this year’s Sandown Park, was the last thing on his mind when he first caught glimpse of it for sale on our favourite online auction site.

“I needed some body cuts for another project and started watching it on eBay. I ended up bidding for it, won the sale, and picked it up from Portsmouth shortly after,” recalls Lloyd. “But when I got it back to the workshop, because it had matching numbers that corresponded to the ones in the original logbook, I just couldn’t bring myself to cut it up. It seemed a bit disrespectful.”

Sourcing the required cuts from another vehicle, Lloyd put his new very rusty acquisition up for sale. But of course no one was brave enough to buy it. “Despite the fact that you’ll struggle to find any kind of really early Split project for under £10,000, everyone said it was too far gone.”

Rusty relic

It really was pretty bad. The vendor who sold it to Lloyd imported it directly from Portugal where it had apparently been left abandoned in a field. “Or more like a swamp,” as Lloyd puts it, given the quantities of snail shells he subsequently found in the Beetle’s B-posts. Rust had taken hold throughout the lower six inches of the bodyshell, the interior was shot, the doorcards were missing and the engine was seized solid. Worse still, all manner of makeshift body repairs had been carried out previously which would likely make getting back to the rare bits of good metal even more tricky.

“It was truly horrendous,” remembers Lloyd, “not helped by the fact that lots of rare bits like the ribbed semaphores, glove boxes, rear lights and headlights were missing, but something inside told me I had to do it. At that point, to be honest, I didn’t have any other option so I thought, okay, let’s crack on and see what happens.”

Considering this was a restoration no one else was prepared to do, and given that Lloyd was trying to make a living working on his customer’s projects at the same time, it would be easy to question his sanity. But as those who know him will no doubt confirm, despite his seemingly laid back approach, Lloyd’s a man of steely determination and not one to do things on a whim. As said in action movies and marketing strategies the world over, failure was not an option for Lloyd – and by this point he’d got a

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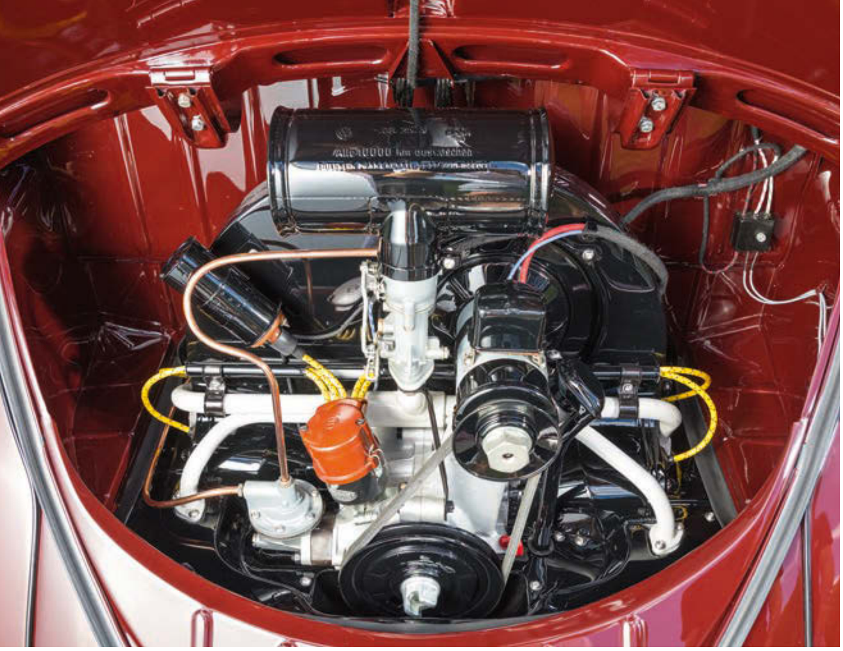
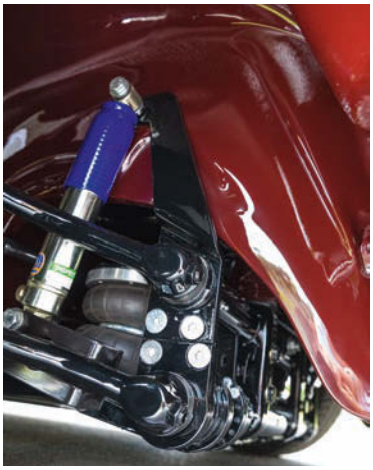


According to the logbook, the engine that came with the car was the original. It was seized, and the heads needed cutting off, but Aircooled Engineering managed to preserve as much as they could



DogBack air bag front beam gives Lloyd the ability to control ride height at the front

'Coffee can' air cleaner was found via a Facebook post. It cost Lloyd £300, but still needed a complete restoration to get it looking this good

The tank, battery and relays for the front air beam are all cleverly tucked out of sight behind the spare wheel

> **"I wanted the opportunity of showing how a repair should look, and by doing this give people the inspiration to build better cars"**

powerful argument for wanting to complete his very own 'mission impossible'.

"I guess there was a certain amount of personal pride involved," he smiles. "Yes, I was keen on saving the car but I also wanted to disprove people who were telling me that it couldn't be done, that something truly this bad couldn't be resurrected. But, just as important was demonstrating some of the techniques that should be used when restoring an old Volkswagen. I wanted the opportunity of showing how a repair should look, and by doing this give people the inspiration to build better cars." In a nutshell, if we understand him right, to a large extent Lloyd took on the project for the greater good of us all, to help prevent people being ripped off by shoddy repairs. "Yes, I wanted to show the proper processes involved, so if you're paying someone £200 to repair your inner wing, this is how it should be done. You shouldn't simply get a patch welded on top of the old rusty metal."

At about this time Lloyd got in contact with *VolksWorld* asking if we'd like to document the process, share the highs and help commiserate during the lows. This was August 2016, and during discussions a rather ambitious target was set. Getting it all done in time for The *VolksWorld* Show set to take place in March 2017, a worryingly short seven months away.

Men at work

Probably still wondering to an extent precisely what he'd let himself in for Lloyd set about removing the bodyshell from the chassis, stripping things down and making a list of the bits he was missing. And it's here that social media played an important part. "I placed posts on various sites in an attempt to track down the bits I needed and immediately began finding vital parts required. I also traded some items. I had a really nice pre-'50s radio that would have looked great in an early Porsche, Split or Barn Door Bus which I swapped for a set of rear lights and an engine lid pope's nose being offered by a guy in Sweden," he recalls. "The bezels needed a bit of work, but they were complete."

While this was happening, the 'shell was sent away for media blasting at Aqua Blast in nearby Acton to remove all the old paint and flaky rust.

TECH INFO

BODY
1950 Deluxe, first registered in Portugal on 6 December, 1950. Finished in Bordeaux Red

ENGINE
Original matching number 25bhp unit rebuilt by Aircooled Engineering; CSP custom made stainless exhaust

GEARBOX
Original crash gearbox rebuilt by Cogbox

SUSPENSION
DogBack Beam Performance air beam; dropped spindles; custom built GAZ adjustable shocks at front. Rear – Transporter Haus adjustable stepped spring plates; rebuilt stock cantilever shocks

BRAKES
Front – 5 x 130 cross drilled discs; Wilwood 4 pot calipers mounted up with custom brackets. Rear – 5 x 130 late drums, backing plates, shoes etc

WHEELS & TYRES
Front – SSP 4.5in 5 x 130 Fusch with 145x55x15 Rear – Flat 4 deep 6in 5 x 130 Fusch with 205 x 65 x 15; centre caps – Design 911

INTERIOR
Interior reproduced as stock by Lenny Copp and O'Rourke's; Porsche 356A steering wheel with Petri horn ring and Borgward horn push

THE BUILD

For most people, the rebuild is the most exciting part of a restoration project. There's no doubt it's a painstaking process that's easy to rush – but to cut corners at this stage is downright daft. In the manic lead up to this year's *VolksWorld* Show, we purposefully skipped this bit from our coverage. But now the dust has settled, here's Lloyd's account of how everything came back together...

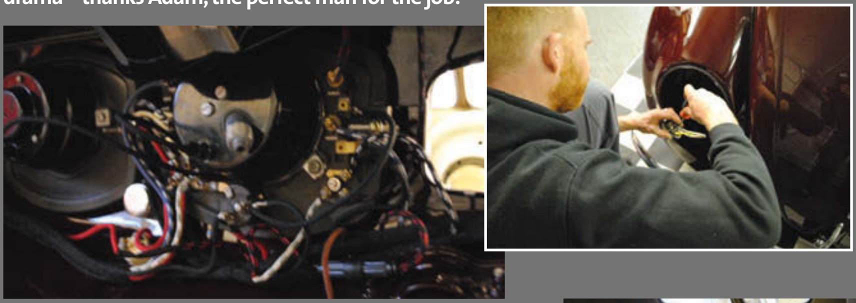
˄ The headliner that we had made by Lenny Copp, fitted beautifully by Kev at Car Glass and Trim in Ipswich, Suffolk. It was awesome seeing the cream wool contrast against the Bordeaux Red paint

˄ Rear pop-out windows all fitted. These came from Jeremy Brooks at Loose Nuts VW in the USA, hand built to order. Superb quality and very well priced

˄ We had all new glass cut for this project and even etched the SEKURIT markings on the glass in the correct position so they look totally original. A time consuming detail that was worth doing to achieve the period look

˅ We stripped these window and door mechanisms, repaired any damaged gears, media blasted them and then had them bright zinc plated for a factory fresh look. The result speaks for itself. All part of a nut and bolt restoration making sure every detail is as good as it can be (even when it can't be seen)

˅ For the electrics we chose to source our wiring from VW Looms. They supply cotton wrapped wires, exactly what we were looking for to continue our period correct look. Wiring guru Adam Sharp of Sharp Auto Electrical carried out our electrical fit up. To say his attention to detail is on point is an understatement. Adam made this look easy (but I am sure it isn't) and after a long day's work, we were relieved that the complicated part of the build had been sorted without any fuss or drama – thanks Adam, the perfect man for the job!



› With the engine wiring all finished, we were ready for its first start up. An exciting moment for all the Deluxe team – and recognition of how far we'd come

˅ Front wings bolted up and fully detailed

˄ Rear carpet set going in with the original luggage rails, which we chose to finish in gloss black. Notice the square cut section of carpet for the inspection hatch, only found in pre-1952 Split Beetles

‹ Bumpers and overriders fitted. Note the rubber behind the overriders – these were not fitted as standard but add a little detail to the bumpers and a cleaner look. We like to improve where we can

˄ Inner doors were cavity waxed and a clear plastic covering applied to prevent any moisture getting into the door cards. Over the years I have seen many cars with the dreaded water marks on door cards and we were not prepared to see it on this car! Moisture prevention wasn't standard procedure during production of these early models, but thankfully it caught on later

› Finally, a nice finishing touch was this ID plate from Craig's Plates

Volkswagenwerk GmbH

HOW IT ALL HAPPENED

Lloyd first told readers about the project in the September 2016 issue of *VolksWorld* and extensive progress reports appeared in the magazine in every subsequent issue right up until The *VolksWorld* Show in March 2017. Here's a summary of how the project went from rust-riddled wreck to show winner…

> September 2016 issue

With the body off the chassis, Lloyd sets about the arduous task of dismantling all the running gear and assessing what needs doing

> October 2016 issue

The 'shell is sent for media blasting at Aqua Blast in Suffolk to remove the old paint and reveal the extent of the rust. Meanwhile, Lloyd makes a start on the extensive metal fabrication

> November 2016 issue

The huge task of sourcing replacement panels begins, with Lloyd continuing to demonstrate the master art of welding and metal fabrication

> December 2016 issue

Unable to source a replacement, the team at Deluxe Metalwork make their own rear luggage panel from scratch – a job that takes a week and involves making special tooling

> January 2017 issue

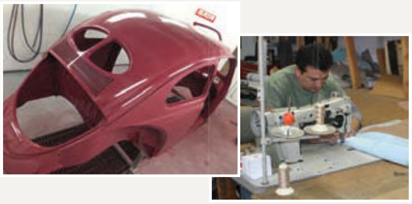
More skilled bodyshell work is undertaken, while at the same time attention turns to the gearbox and engine, the original crash 'box going to Cogbox for a rebuild

> February 2017 issue

After four month's work on the body, there's still the finer points to complete. Lloyd even demonstrates the technique of lead loading

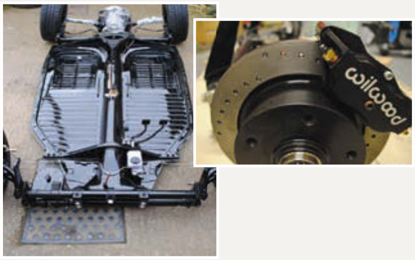
> March and Spring 2017 issues

At last the bodyshell is ready for a respray and is sent off to Spike's Vintage Restoration. Meanwhile, the floorpan is painted, fabric for the interior is sourced from Marcus Raeke in Germany, and sent over to Lenny Copp at West Coast Classic Restoration in LA



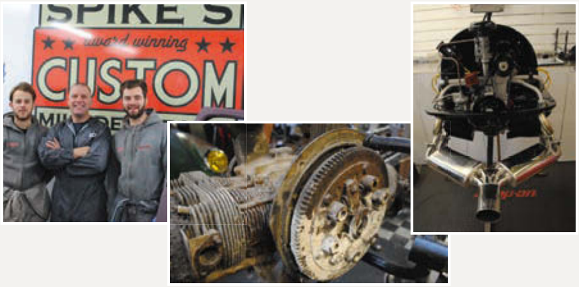
> April 2017 issue

The painting process continues, alongside work on the chassis – including the fitting of a DogBack Performance air bag beam, dual circuit brakes and a Wilwood front disc set-up



> June 2017 issue

While Lloyd was given a month's leave for the May issue, work centred on the engine. It was the original matching number item, but seized solid. The rebuild took place at Aircooled Engineering, the icing on the cake being a custom built Porsche 356-style exhaust, built especially for Lloyd by Custom & Speed Parts (CSP) in Germany



The editions of VolksWorld *referenced above are all available as Back Issues – visit* ***shop.kelsey.co.uk/issue/list/publication/VWW***

But of course, what it also did was reveal the full extent of the corrosion. "Old VWs always have to get worse before they get better and the blast process exposed lots of very thin metal that would need replacing," says Lloyd. "By the end of it the Split's body resembled a tea bag. Even the bottom of the dash had rusted through."

A revised work schedule was hastily formulated, various body panels ordered, and Lloyd continued his search for missing bits. "It was a case of going to shows, talking to people and finding out about parts by word of mouth," says Lloyd. "We got lucky at Lavenham's historic VW show because we managed to find a pair of new old stock inner A-post panels, still with their VW labels attached. They're like hen's teeth."

With parts arriving at the Deluxe workshops on a daily basis, the team began tackling the extensive metal work repairs, all the time aware of their near impossible deadline and other work commitments. Said Lloyd: "It was a case of planning for everything to arrive when we needed it and juggling other work. Every day I would have a list of jobs to complete on the build and tick them off as I went along."

From a magazine point of view, what we were witnessing each month as Lloyd filed his latest submission of high-quality photographs, was some of the finest quality craftsmanship we'd seen, the work of a true genius. This wasn't just 'body repairs', it was metal fabrication magic.

Taking its toll

Needless to say, working under such pressure started to tell on Lloyd, both financially and mentally – something he assures us nearly always kicks in halfway through a restoration. "It felt like we'd already invested a lot of money and time, but there was very little to show for it at this point. We were only using the very best quality parts, and these cost money. I knew things had to get worse before they got better, but there were parts everywhere and I'd hit a real lull."

While at times like this, the best policy is to walk away, have a break and start again with renewed enthusiasm, Lloyd's target of getting it ready for Sandown Park meant this wasn't an option.

"Mentally there were times when I could have pushed it outside and left it to rot," he reveals. And he wasn't the only one, because by

>

19 CALIFORNIA 50
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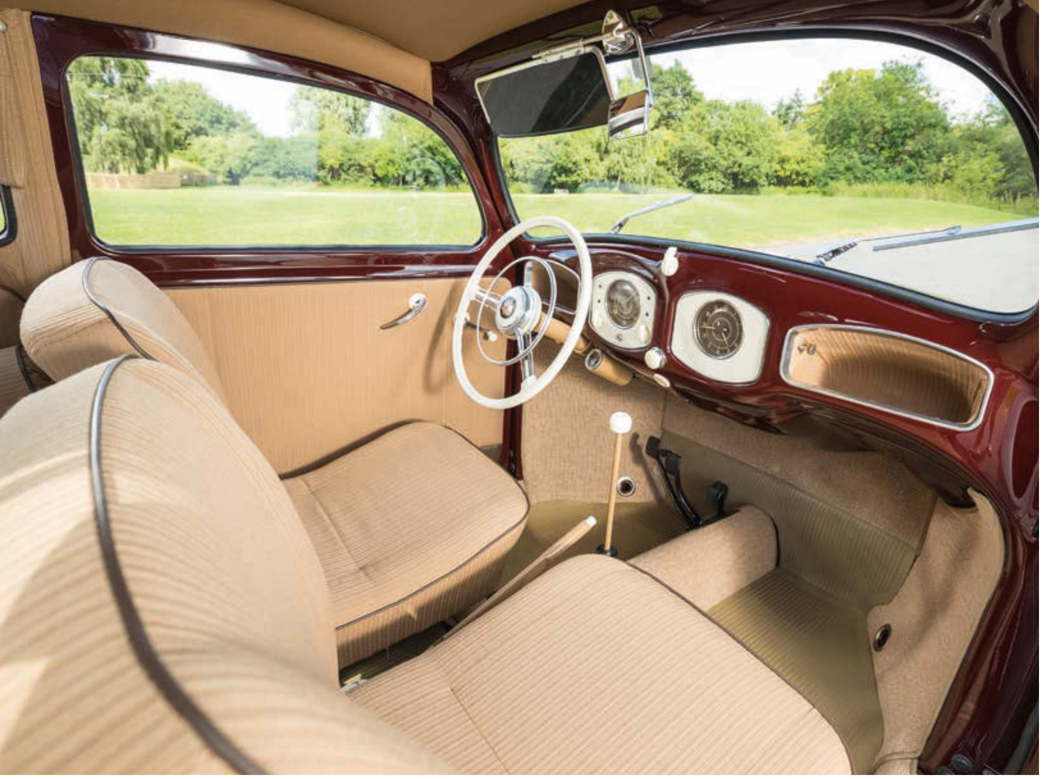
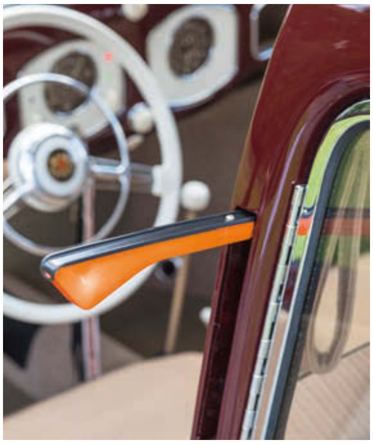
Bordeaux Red looks great from any angle, especially when you know the car that's wearing it left the factory 67 years ago in this colour

Rear lights were missing when Lloyd got the car but he managed to find the correct glass lens originals with the Hella logo in the centre



Fabric for the interior was sourced in Germany, sent to the US to be stitched together, then fitted to the car in the UK by O'Rourke Coachtrimmers. Spot the colour-coded 30mm air pressure gauge under the dash? Thought not

Rear view mirrors became rectangular from 1949 and were polished on the Deluxe models



Semaphores are date stamped September 1950 and came from Bob at BBT in Belgium. They're perfect for Lloyd's October 1950-built Bug but, as anyone who has tried to source a pair of these in this condition will know, they cost about the same as a family holiday

The speedo was with the car, but the pod it fitted into was missing…

Steering wheel is an ultra rare Porsche 356A item with a Petri ring and Borgward horn push

involving some of the UK's top specialists and giving them a ridiculously tight deadline, this was impacting on other people as well. "By the time the body was ready for paint at Spike's Vintage Restoration, they were having to work through into the evenings and at weekends to get it done. Everyone was tired, and it took a lot of determination by everyone involved to get it finished."

Looking back, the hardest most challenging part of the body fabrication was the boot floor panel where it goes over the gearbox. The original panel was badly holed and wafer thin and finding a replacement was totally out of the question, and therefore making a new panel from scratch was the only solution. "That panel has deep ribs, two curves and features an inspection hole so it was horribly complex to replicate," winces Lloyd. "We had to make special tooling to begin with then spent a week of 10-hour days actually making it."

When Lloyd found himself close to breaking point, he would resort to switching from one section of the car to another. So he might go from an intricate weld to rebuilding the suspension. "The problem is, when you get frustrated you tend to rush things. You don't do things with the same level of pride. If you want the best finish, it's all about patience."

Team effort

With the last few bits of body repair still ongoing, attention was turned to the rest of the car – namely the engine, gearbox and interior.

The car's original crash gearbox was lovingly rebuilt by transmission guru Pete Englezos at Cogbox, while the matching number 25bhp engine was delivered to Stefan Rossi at Aircooled Engineering. Fortunately, the 'box was in reasonably good nick and only needed a rebuild. However, the engine proved to be a different matter. It was seized solid and there was no option other than to cut off the cylinder heads, pistons and barrels, the objective being to save the matching number case which had been in the car for the last six decades.

With just over a month before the car was due to be on display at The *VolksWorld* Show, the body was despatched to be prepped and painted at Spikes, Lloyd choosing the gorgeous Bordeaux Red, the original factory colour, rather than going for a crazy custom finish.

Lloyd obviously had to think about the running gear as well while rebuilding the chassis, and while he was keen on keeping the car looking relatively stock – he saw scope for

> "there were times when I could have pushed it outside and left it to rot"

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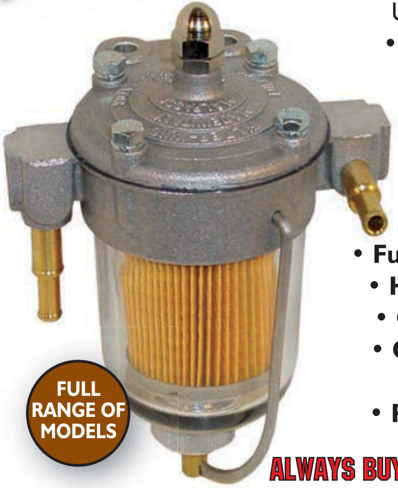

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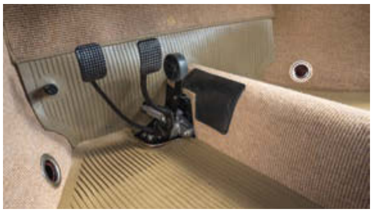

∧ ∨ The finish and fit here is possibly better than when the car left the factory. Even the bits you can't see are shiny on this insanely detailed Split

∧ Side cushions always a classy addition to the rear bench in a Split Beetle

making some subtle upgrades along the way – including fitting a 4in narrowed DogBack Performance air bag beam and uprated brakes.

While this was going on, the seat frames were being repaired, seat covers, doorcards, headliner and carpets were being frantically stitched together over in the States by the legendary Lenny Copp at West Coast Classic Restoration. As soon as the parcel landed in Blighty, everything was painstakingly fitted into the car by specialist O'Rourke Coachtrimmers in West Sussex.

End game

Coming up to just days before the show, all that remained was to painstakingly screw everything back together. We even gave Lloyd a month off from his regular reporting in the magazine to spare him a bit more time to ensure the car was ready.

Needless to say, it duly arrived at Sandown Park, was carefully manoeuvred onto one of the prime turntable positions and provided a show highlight for the thousands of visitors that arrived from all over the world that weekend. Jobs-to-do ticked, mission accomplished, the impossible accomplished to create what is recognised as being one of the most beautifully restored Split Window Beetles in existence.

But what value do you put on such a car? It's hard to say exactly how many Split Rear Window Beetles have survived – roughly 300 would be a half reasonable guess, so they're not ultra rare. But is there another quite like this? As Lloyd puts it: "It's a tough one. Find me another one with the same ridiculous attention to detail. There are cars with a more extensive history, but you can't put a price on the work that's gone into this car."

Lloyd's thinking all along was that if you've got something that's fundamentally worth a lot of money, it's worth doing properly. And while everyone did him a good deal on parts and their various services, it's still cost a lot of money – and that's not taking into account Lloyd's own time. Indeed, for insurance purposes, a figure of €120,000 (or £100,000) has been bandied about.

Of course, having created such a beautiful car, there's also the question of what to do with it. A dilemma that's likely to hinder Lloyd in the years to come. "Generally, I build cars to drive them. But because this one is so ridiculously detailed I've only driven it a few miles for the photoshoot. I'd say for every half an hour of driving, it takes 2-3 hours of cleaning. Dust is the worst culprit, it gets in all the nooks and crannies."

Realistically, it's a full on show car and it's likely to hit the showscene over the next couple of years in the back of Lloyd's custom built transporter. He's even thought of approaching his local VW dealership, asking if they'd like it in their showroom. "That's another idea, and at least people would get to see it," he comments.

But while the team that built it is still playing catch-up with sleep, outstanding work and finances – they can satisfy themselves that not only have they saved an early car that was destined to be broken, but also done it in a way that the factory workers at Wolfsburg 67 years ago would have been proud of. ■

THANKS TO...

Lloyd would like to say a special thanks to these guys for their help, support and dedication throughout this project. Without them, they would not have achieved any of this in the time scale: **Adam Sharp** at **Sharp Auto Electrical** (sharpautoelectrical.co.uk) – wiring; **Aircooled Engineering** (www.ace-vw.com) – engine rebuild; **Aqua Blast**, Suffolk (tel. 0333 321 0757) – paint stripping and media blasting; **Andy Finch**, **Chris Neck**, **Jay Stacey** and **Joe Stevens** at **Spike's Vintage Restoration** (www.spikesvintagerestoration.com) – amazing body prep and paint; **Bob** at **BBT** (www.bbt4vw.com) – for finding and supplying a lot of hard to find parts; **Custom & Speed Parts** (www.csp-shop.com) – for making an amazing hand-build exhaust system; **Colin Duke** – full-time evening help and psychological coach; **Car Glass and Trim Ltd** (www.carglassandtrim.co.uk) – headliner fitment / glass; **Chase Hill aka Cage66** – front suspension parts; **Cars Paint Supplies** (01473 464466) – body paint and materials; the **Deluxe Team** and family – for their continued support; **DogBack Beam Performance** – front air bag beam and lower arm` brackets; **Damon Goodyear** – powder coating and oven use; **Ivan McCutcheon** – just thanks!; **Cogbox** (www.cogboxtransmissions.com) – gearbox rebuild; **Jeremy Brooks** at **Loose Nuts VW** (www.vwloosenuts.com) – rear pop-out windows; **John Bussell** – for collecting parts in the USA; **Kim the Trim** – carpets and interior panel fit-up; **Kingsley Black** – fabrication / build-up and keeping Lloyd level headed; **Flat4 Japan** (www.flat4.co.jp) – wheels; **Lenny Copp** at **West Coast Classic Restoration** (www.classicvws.com) – amazing period correct seat covers and headliner; **Rorky at O'Rourke Coach Trimmers & Supplies** (www.coachtrimmers.com) – seat build up and fitting covers; **Rolando Alvarado** – collecting and delivering parts in the USA; **Richard Clements** – show detailing; **Sonny Bayly** – amazing paintwork to chassis, suspension, engine tinwear and seat frames; **Steve Brown** – build-up help; **Shaun Howe** – glass fitment and collecting parts from the USA; **Virtanen Restoration Panels** (restorationpanels.com) – supply great panels; **VW Looms** (www.vwlooms.com) – period correct wiring loom; **VW Heritage** (www.VWHeritage.com) – brake parts; **Wolfparts** (wolfparts.com) – best early body panels

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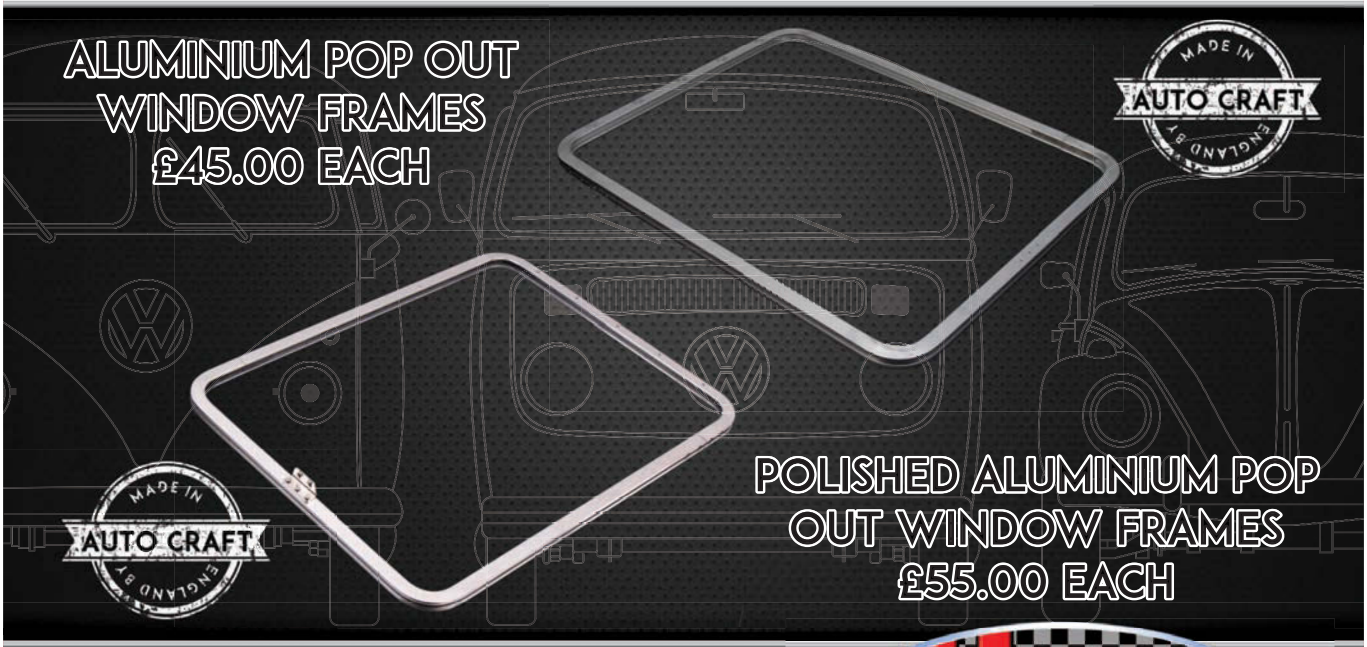
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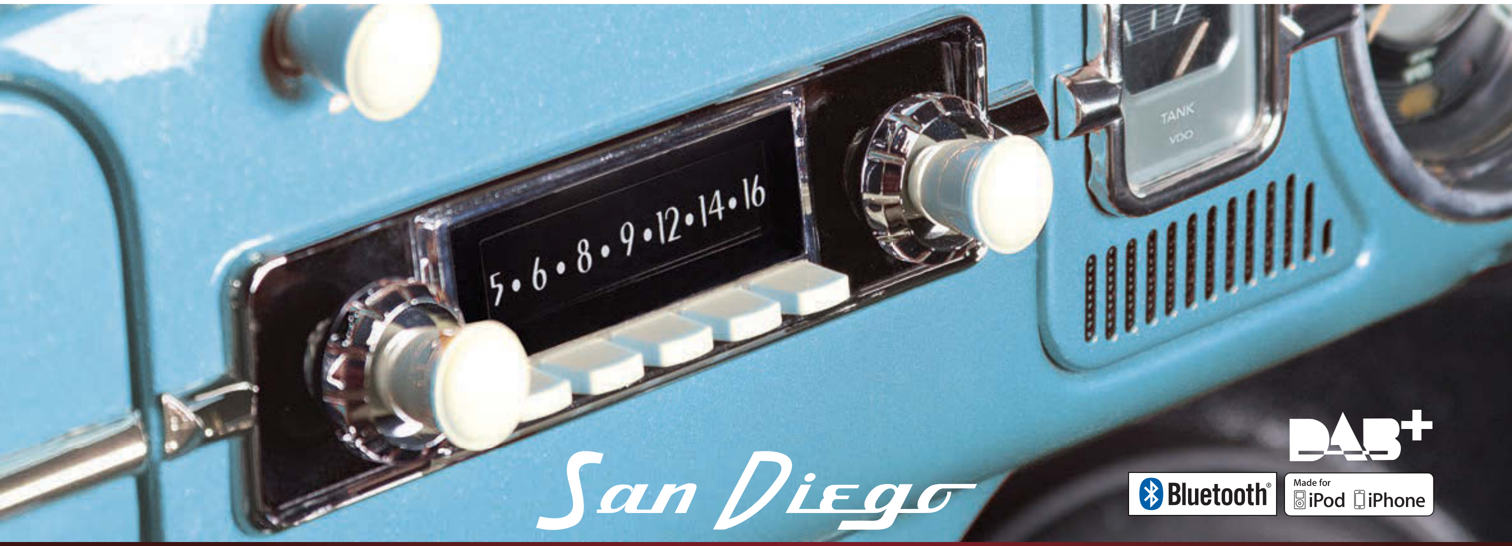

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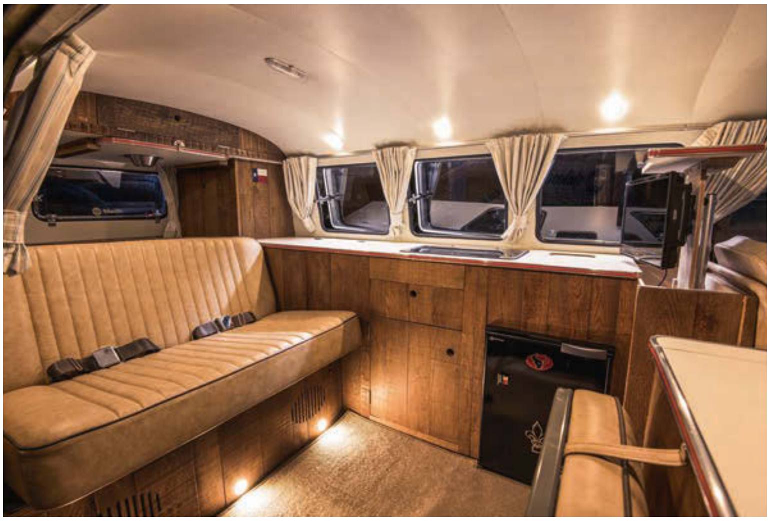
Texas Dixie

What began as a light resto over in Texas turned into something rather more involved up in Derbyshire. But if a job's worth doing…

Words Daniel Bevis **Photos** Olliee Wildsmith/Chris Frosin

230 DXE

The interior is brimming with sumptuous detail – check out the subtle lighting and audio, and of course the Texas flags



TV cunningly positioned so you can watch *Bake Off* while you burn your baked beans

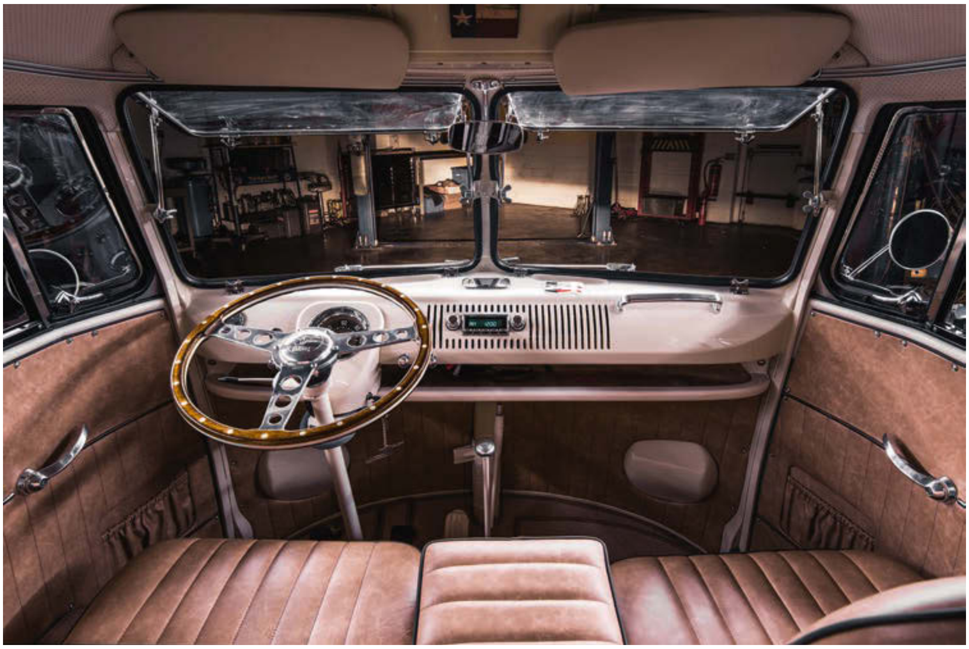
What lies within the forbidden cupboard of mystery? Given the small circular portal, we'd have to guess it's a Northern Mockingbird, official state bird of Texas

There are a number of weary clichés that you're likely to come across when you embark upon a classic restoration. "If a job's worth doing, it's worth doing properly." "Buy cheap, buy twice." "Blood, sweat and tears." "Chasing your tail." The thing about such idioms, of course, is that they exist for a reason – not every project goes as smoothly as you might hope. Sometimes you have to retrace your steps, unpick what's been done, and start all over again.

This isn't always the owner in question's fault, however, and that's certainly true of Adam Young, custodian of this rather nice '63 Split Screen Bus. The original plan was to get the body restored in the States, then ship it to the UK to take care of all the mechanical bits and bobs. But as it turned out, fate had other ideas…

"I've worked in Houston, Texas over the last 15 years in the oil and gas industry, and it's always been a boyhood dream of mine to own the perfect Splittie," Adam explains. "This is my first restoration, and a project I entered into with my children, Cody and Lottie, in mind; I bought this camper in February 2012 from a guy in Turkey, Texas. Originally built in 1963, the van looked like the perfect project for me. It was a panel van – what's called a Sundial Camper, I think. A good friend of mine, Dan Maguire, helped with the paperwork and the collection of the

That red exterior pinstripe carries neatly through to the interior



The Custom Classic and Retro interior reworks the classic Split Bus formula into a super-premium wonderland that its original 1963 owner could never have dreamed possible

120mph may be ambitious, but with that fresh 1915cc motor Adam can certainly have a crack at it…

Radio exclusively plays songs by Texan musicians: Willie Nelson, Janis Joplin, Beyoncé and, of course, Scottish pop troubadours *Texas*

> “The camper was loaded into a container and shipped from dry, sunny Texas to moist, drizzly Blighty”

van, which was then transported to Alvin, Texas just outside Houston.”

With a head full of ideas and a shining vision of the finished product in mind, Adam briefed a bodyshop to get the aesthetics straight and ship-shape, then paint it all in Ivory and Mango Green. The firm appeared to be doing a thorough job and, after four months of anticipation, the camper was returned home to rapturous applause. “At the time, I was very pleased with the finish,” says Adam. But ‘at the time’ is a loaded phrase…

All that glisters

Sticking to the plan, and bang on schedule, the camper was duly loaded into a container in July 2014 and shipped from dry, sunny Texas to moist, drizzly Blighty, ready for its mechanical freshening-up. Jade and the team at Greenwich Knight Ltd in Castle Donington arranged the shipping and import into the UK, and Simon Kerr at Absolute VW had been primed to expect a large Type 2-shaped delivery ready for its oily bits to be banged with spanners and so forth. However, on arrival at Absolute VW it became quite clear that the van wasn’t up to the standard that Adam had thought it was; to cut a long story short, it was quickly and troublingly apparent that the van had been in some kind of accident.

It had already been decided to treat the works in Texas as more of a makeover and to take the plunge with a proper restoration at Simon’s hands. But the more he dug into the project, the more flaws he unearthed: having started working on the front arches and sourced some better doors, he had to pause works to inform Adam that he couldn’t, in good conscience, turn a blind eye to the bodged-up gutters.

Simon recalls with a shudder the revelation that led the team to nickname the bus ‘Texas Massacre’: “When it was fully stripped, some of the quality of the previous workmanship became quite obvious. The roof was so badly concaved that with all the filler removed, it looked as though it had been hit by a missile.”

The upshot of this was the decision that, in order to get the thing finished to the standard Adam wanted, it had to be bare-

TECH INFO

BODY
1963 Split Screen Bus, painted in L282 Lotus White and L380 Turkis Green, Deluxe trim with Safari front windows and six rear pop-outs

ENGINE
1915cc high-compression engine; 34 ICT Weber carbs; Vintage Speed exhaust system

TRANSMISSION
Straight-axle conversion, rebuilt with taller fourth gear ratio

WHEELS & TYRES
15in EMPI 5 wheels; Continental tyres 165/60 (front) and 195/65 (rear)

SUSPENSION
2in CE narrowed front adjustable beam with drop spindles; adjustable rear spring plates

BRAKES
Dual master cylinder; Wilwood front disc conversion

INTERIOR
Custom Classic and Retro refit; cushions embroidered with children's names; personalised dog bed for Murphey; custom horn push with cow horns and Texas flag

> "The roof was so badly concaved, it looked as though it had been hit by a missile"

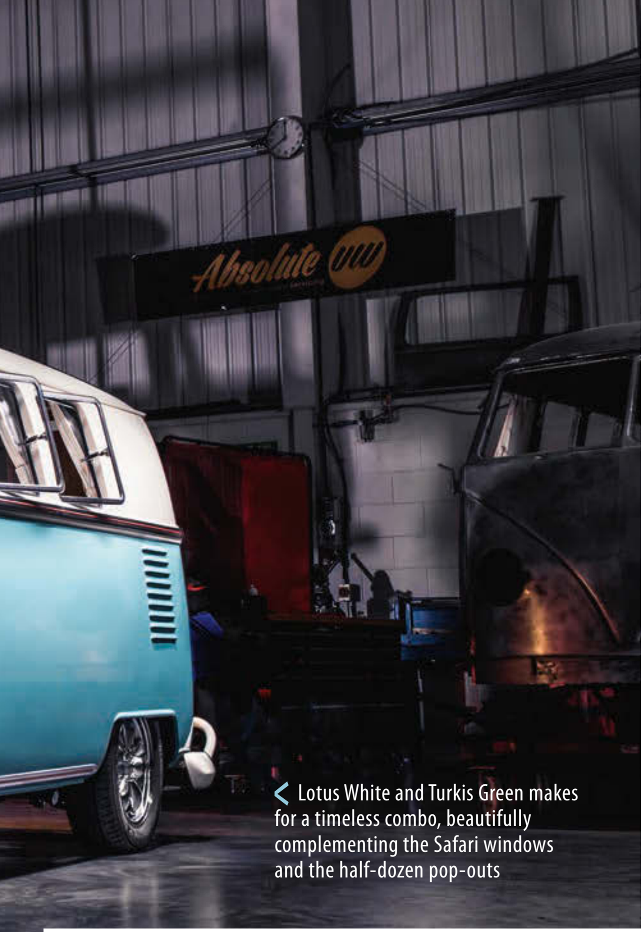
metalled and rebuilt from the ground up. But where do you find a full roof section? How do you pull together everything you need? Well, the solution in this instance was to source a full donor, so that's just what the lads did. Simon sourced a suitably straight victim, and while he was busy grafting the lid from one to the other, Adam set about eradicating all trace of the Panel Van square window conversion that had been undertaken years before. It was turning into a much bigger project than initially envisaged, but hey – if it's worth doing, it's worth doing properly, right? "As things progressed I wasn't happy with the small window apertures and other issues with regard to the look of the van," Adam explains. "That's why we decided to buy another van with a solid roof with the window apertures we were looking for."

Making things right

As time ticked on and as jobs began to be crossed off the master list, so the task of parts-sourcing accelerated; after all, if you're starting from scratch, you might as well renew or refresh everything along the line as you go. No point having a shimmering 'shell stuffed full of ropey mechanicals, is there? So a 1915cc high-compression engine was chosen, augmented by Weber 34 ICT carbs and a Vintage Speed exhaust system. That sorted the performance, and a dual master cylinder front disc conversion from Wilwood was an eminently sensible addition. Further chassis enhancements serve to improve the quality of the spec sheet while also, as you've probably spotted, helping the bus to sit absolutely perfectly: a 2in narrowed CE beam (not as aggressively 'look, I'm custom' as, say, a 4in job) with drop-spindles up front and a straight rear axle with adjustable spring plates gets it all sitting just-so over those super-shimmering EMPI fives.

With the oily bits all being appropriately – rather than excessively – oily and the form-function decisions continuing apace, it was time to make some choices about the exterior. Simon's painstaking efforts had taken a knackered and beleaguered bodyshell and made it arrow-straight and better-than-new; naturally such a flawless silhouette required an equally flawless finish, and Adam decided upon Lotus White and Turkis Green for his colour scheme, neatly complementing the Deluxe trim with Safari front windows and six rear pop-outs. Just take a moment to pore over the photos, the completion of the vision really is breathtaking.

Of course, you can't have a body this delicious and fill it with garbage, so the design and fabrication wizards at Custom Classic and Retro were mobilised to create something special to stuff the camper with. And what Vaughan and the team have come up with is really quite sensational. Working closely with the Absolute VW guys, they ensured that the cabinet fitting and trimming was completed seamlessly during the build-up, and the installation is just flawless. It'd almost be a shame to sully its purity by



Lotus White and Turkis Green makes for a timeless combo, beautifully complementing the Safari windows and the half-dozen pop-outs

Fifteen-inchers tucked neatly away thanks to a 2in narrowed beam

leaving your jumper on the rear bench or frying up a few sausages on those gas burners. It's as much art as automobile. Vaughan even made some cushions embroidered with Cody and Lottie's names, along with a personalised dog bed for Murphey.

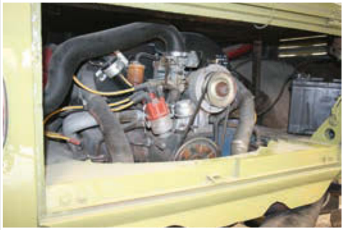
"With the restoration complete, and the MoT and UK registration process also completed, there was one last finishing touch," Adam grins. "As a permanent reminder of the starting point of this adventure, a horn push was designed and engraved with cow horns and the Texas flag." Texas Massacre was dead; long live Texas Dixie!

Lone Star

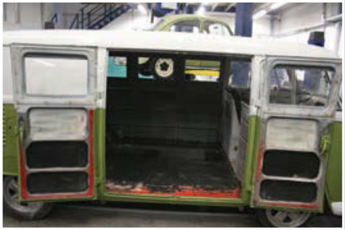
"It's been a long journey in every sense, but with the guidance and regular updates from Simon at Absolute VW, the end result has more than exceeded my expectations," Adam

THE BUILD

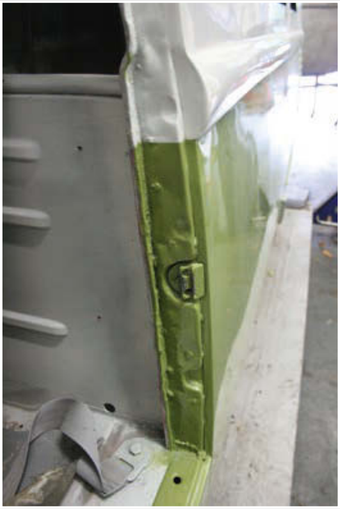
It looks innocent enough, but all manner of horrors were lurking underneath Adam's new acquisition. The work done Stateside turned out to be more of a makeover than a proper restoration

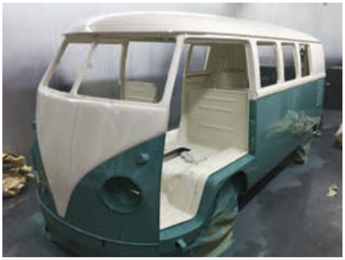


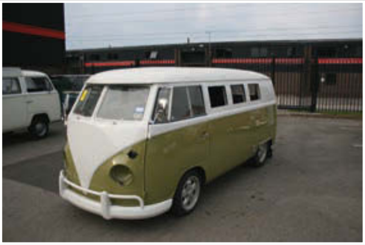
We're not really sure what's going on here with these bizarre, rear wheel arch extensions but they say a lot about the state of affairs before the team at Absolute VW took over



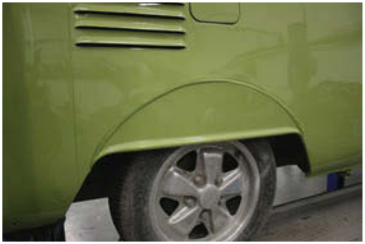
The roof was so badly out of shape, once all the filler had been removed it looked like it had been hit by a missile



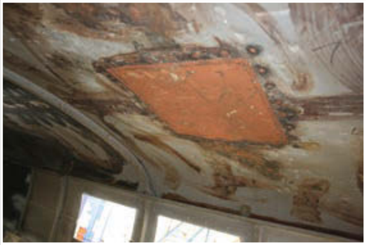




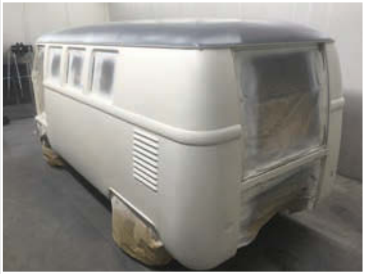
Obviously very little care had been taken over the presentation of the twin-port replacement engine fitted to the Bus when Adam got it



The US-sourced Bus started life as a Panel Van which Adam hoped would provide the ideal 'blank canvas' for his childhood dream camper van project



Judging by the quality of welding in this door shut, it's easy to see why Adam's new purchase immediately got the nickname 'Texas Massacre'



Back in the UK, work starts on the restoration proper. A roof cut from another Bus rid Adam's Panel Van of its strange looking square windows

A fresh coat of Lotus White and Turkis Green paint complete the transformation from eyesore to show Bus. As far as we're concerned, the hard work was definitely worth it

enthuses. "It will give me and my family many years of enjoyment, and will be an ongoing reminder of my time spent working in Texas. To see my kids' faces when we went to collect Dixie is something that will stay with me for a very long time to come; reactions have been nothing short of amazing. It's so much fun driving it around! Texas Dixie is nicer than I ever could have imagined five years ago – in fact, she's absolutely perfect."

It's true to say that if a job's worth doing, it's worth doing properly. Adam may have had a bit of a false start over in Texas, but thanks to the warm embrace of Absolute VW, his thick slab of Texas meat now has a piquant British jus sprinkled across it. Blood, sweat and tears, sure, but just bask in the glory of the results.

Thanks
Adam would like to say a huge thanks to Simon Kerr and the team at Absolute VW (01332 814448, absolutevw.co.uk), and Vaughan Green and Tim Hartley at Custom Classic and Retro (07950 331759, customclassicretro.co.uk) for creating the perfect camper van. He would also like to say a big thank you to Jade and the team at Greenwich Knight Ltd in Castle Donington. VolksWorld *would like to thank Olliee Wildsmith for permission to use his photos (www.ohmediaphotography.com) taken inside Absolute VW's workshop in Castle Donington*

Perky 1915cc motor wears Weber carbs, and makes all the right noises through a Vintage Speed exhaust. It's all astoundingly clean too, isn't it?

We wouldn't recommend eating your dinner off this, but it's nice to know that you could

"To see my kids' faces when we went to collect Dixie is something that will stay with me for a very long time"

A colour combination that calls to mind 1960s deckchairs and boiled sweets – this camper is a feast of retro holiday whimsy

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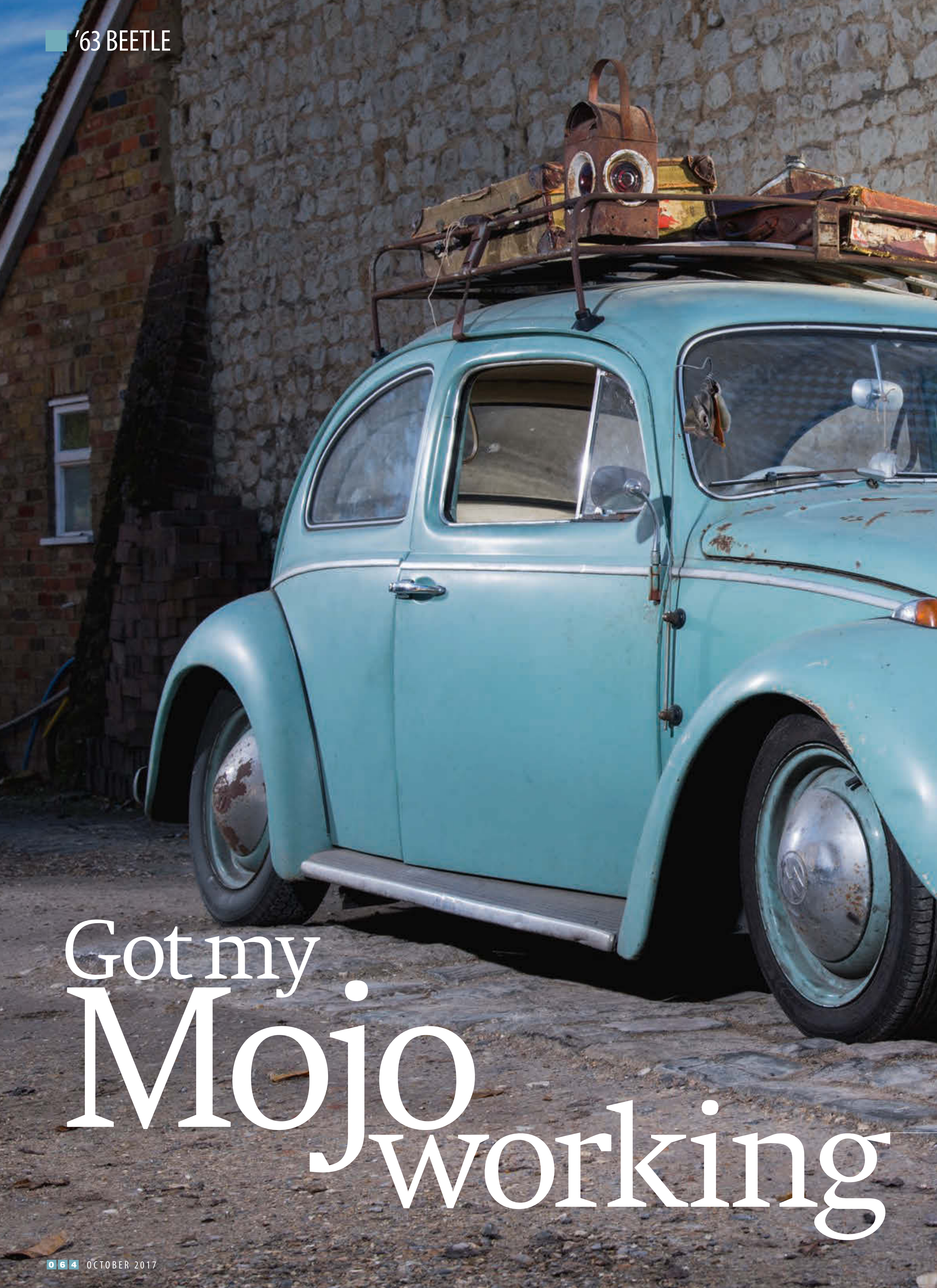


Got my Mojo working

The Coach House
187 GAA

Matthew Turner's 1963 Beetle 'Mojo' was saved from the scrapheap and having watched it being rebuilt, he knew he had to own it

Words Mike Renaut **Photos** Matt Richardson

The old saying goes that if you choose a job you love, you'll never work a day in your life. Matthew Turner, a mechanic at Surrey-based specialist Beetlelink, clearly loves his job, but getting this 1963 Beetle back from the dead definitely involved a lot of work. Not that he actually did much of it himself – he was more an observer who, by witnessing its transformation, slowly grew more and more in love with the idea of one day owning it. "It was a previous customer's car that had been tucked away in our yard for well over ten years," remembers Matthew. "My boss Grant Eggleton arranged for my fellow work mate, John Plunkett, to buy it and build as a Christmas project in the workshop at the end of the year." Having stood around for a while, the Beetle, as Matt recalls, was far from factory fresh, "It had floors made out of dust and there was a bird's nest in the engine. The fake leopard skin seat covers in the front had helped preserve the interior but the lower half of the car was rotten."

> "It had floors made out of dust and there was a bird's nest in the engine"

The colleague in question, John, shares a similarly distressing memory of what it was like back then. "It was a basket case, too far gone to restore really. Only the roof was any good. I got inside and my foot went through the floor. There was a duvet covered in mouse droppings inside and the engine decklid came straight off in my hand with the hinges attached. The body pretty much lifted straight off the 'pan."

So, if it was this bad why didn't they just scrap it? "I felt sorry for it," laughs John, "and saving old cars is what we do at Beetlelink (01252 326 767 / www.beetlelink.co.uk). I jokingly said that provided we could find a matching fake leopard skin cover for the back seat, I'd restore it. It turned out the previous owner still had that cover so I had to keep to my promise."

'As found' look

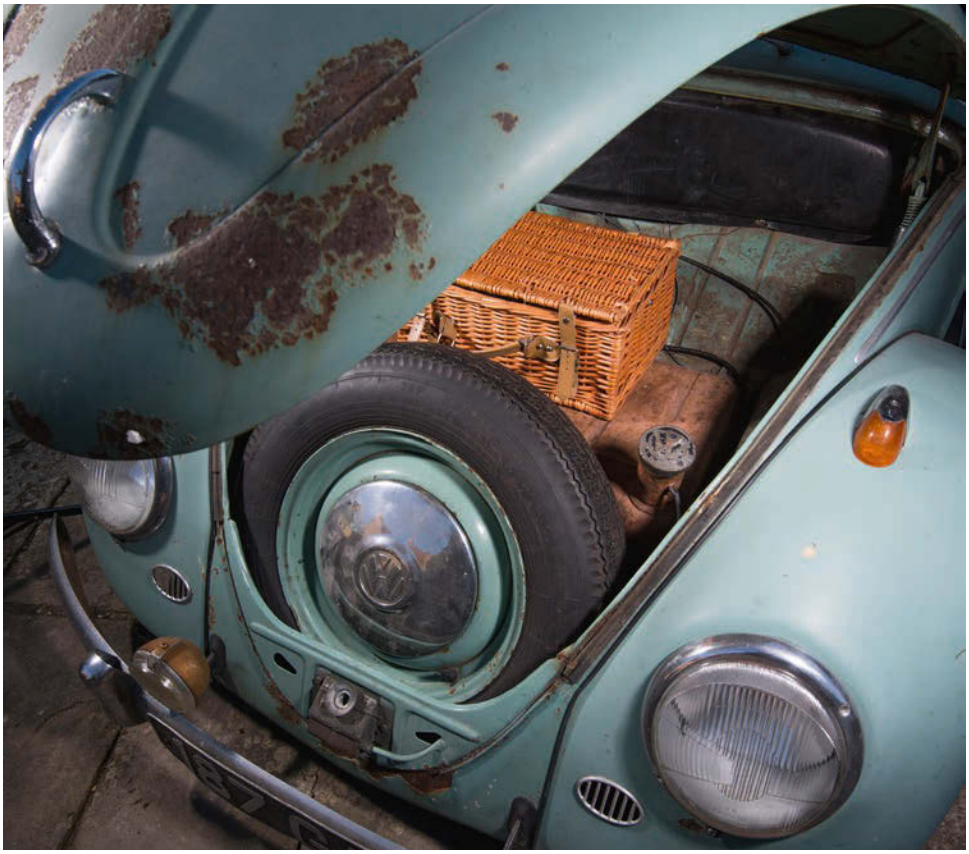
The guys from Just Kampers (01256 862 288 / www.justkampers.com) dropped off a whole load of parts and John got to work cutting out rust and seamlessly welding in new metal with the help of a 1970s Beetle parts car. "At one point I did 13 hours a day for three weeks solid over Christmas," he admits. "Fortunately, mechanically it was actually good, it had obviously not been driven much before being laid up. But sadly that's when the rust took hold. The engine and gearbox just needed a strip down, clean and service and the brake system was rebuilt but there was an emphasis on keeping the car as original as possible." Essentially, what John has done is spend an incredible amount of time and energy carefully rebuilding the car that so it looks like nothing has been done to it. For instance the underside is perfectly painted and powder-coated but it will never be seen, "I didn't want there to be any obvious repairs," explains John.

John replaced rusty metal below the firewall, in the door bottoms, the sills and put on a new offside rear wing since the original one was paper-thin. "I got a really nice rear wing then bashed it all about so it matched the rest of the car," he laughs. "I polished half the bonnet just to see what the original colour

TECH INFO

BODY
1963 Beetle 1200 in Turkis Green (L380)
ENGINE
1200cc with Minnow Fish carburettor; brown top 6v distributor
GEARBOX
Original four-speed
BRAKES
All original drums
WHEELS / TYRES
Front: Original steel with 135/70x15 Nankang tyres; rear: original steel with 155/70 R15 Barum tyres
INTERIOR
Leopard skin seat covers and various collectables including classic *Beano* comics

> If you look really, really carefully you still won't see all the rust repairs John did. At one point he bashed a new wing about to get it to match the rest of the car



< The car was carefully rebuilt to repair the serious rot but preserve the surface rust wherever possible

was then matched it when I repainted the body." Helping to achieve that colour match was the use of the original Volkswagen mustard colour primer.

"John did a very skilful job matching in the new paint to the old," agrees Matthew, "in fact the first question people ask upon seeing the car is 'when are you going to paint it?'" Incidentally, the name Mojo comes from the cockroach inspired computer game Bad Mojo and yep, you've got it, the Austin Powers film series. Yeah baby.

Je ne regrette rien

There's nearly always a funny moment when restoring an old VW, and working on the '63 proved no exception. One night John was alone with Mojo in the dark workshop when he suddenly heard singing in French, he'd been working on Mojo's electrics and they were finally coming back into action. "When the car was parked years before someone had left the radio on tuned to a French radio station. That was odd," laughs John. "All along I'd been building the car for myself because I'd never owned an air-cooled Volkswagen, and I still haven't because then Matthew immediately bought it! But I couldn't wish for a better owner and, fair play to him, he's kept the car just as it was built, six-volts and all."

Matthew has had a few nice Volkswagens

>

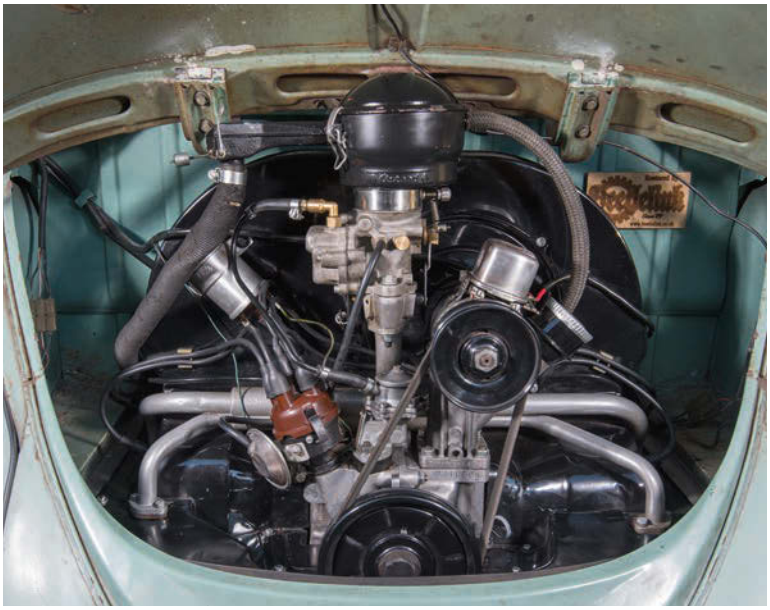
Owner Matt has collected various objects to display in and around his car. Some came from boot fairs, some from roadworks…

"I didn't want there to be any obvious repairs" in the past. "I've usually had shiny cars. Years back a girlfriend's brother had a lowered Beetle with a big stereo and that got me into them, I stayed friends with him long after I split with her! I knew virtually nothing about the cars and even bought a 1973 1303 curved screen with the idea of putting a flat screen in it. Yes, really. Later I got a nice '59 Beetle 1200, which I dropped a 1914cc engine into. That was sold when my family came along and I bought a Type 25." Various Golfs and Polo Breadvans followed (he still has a pair of Mk2 Polos) and somewhere in the mix Matthew got a 1972 Beetle. "It was matt black with a 1641cc engine that I put twin 40s on. I was a landscape gardener by trade but then I met Grant and he kindly gave me a job at Beetlelink." That lead to Matthew owning a 1966 Microbus that was previously a customer car needing panels and paint (don't they all?) which has now become his long-term project.

The Beetle's rebuild started in December 2014 and Matthew bought it in April 2015 just after its first MoT. "Long before Mojo was my car John and I would talk after hours about ways of building her and that was what eventually made me want to buy her," remembers Matthew. "I'd been missing my old Beetles and at the time was looking at importing one from the States. John is used to building super shiny, perfectly finished cars so this was a departure for him and as I saw her coming together I started to like the rusty hot rod look. I like rats but only if they're done well."

A bit fishy

Powering the car is the original 1200cc single port engine. "In that respect, I've kept things factory and it's still 6v," says Matthew. "Mojo has a rare Bosch brown top distributor which I understand were used on early Porsches – it even still has the original paper sticker on it from the 1950s." The original carburettor was replaced with a new old stock Minnow Fish version, the swap supposedly being a performance upgrade. That said, Matt bemoans its lack of tunability: "There's no choke and it can't be re-jetted." Matthew is clearly willing to suffer for his art…

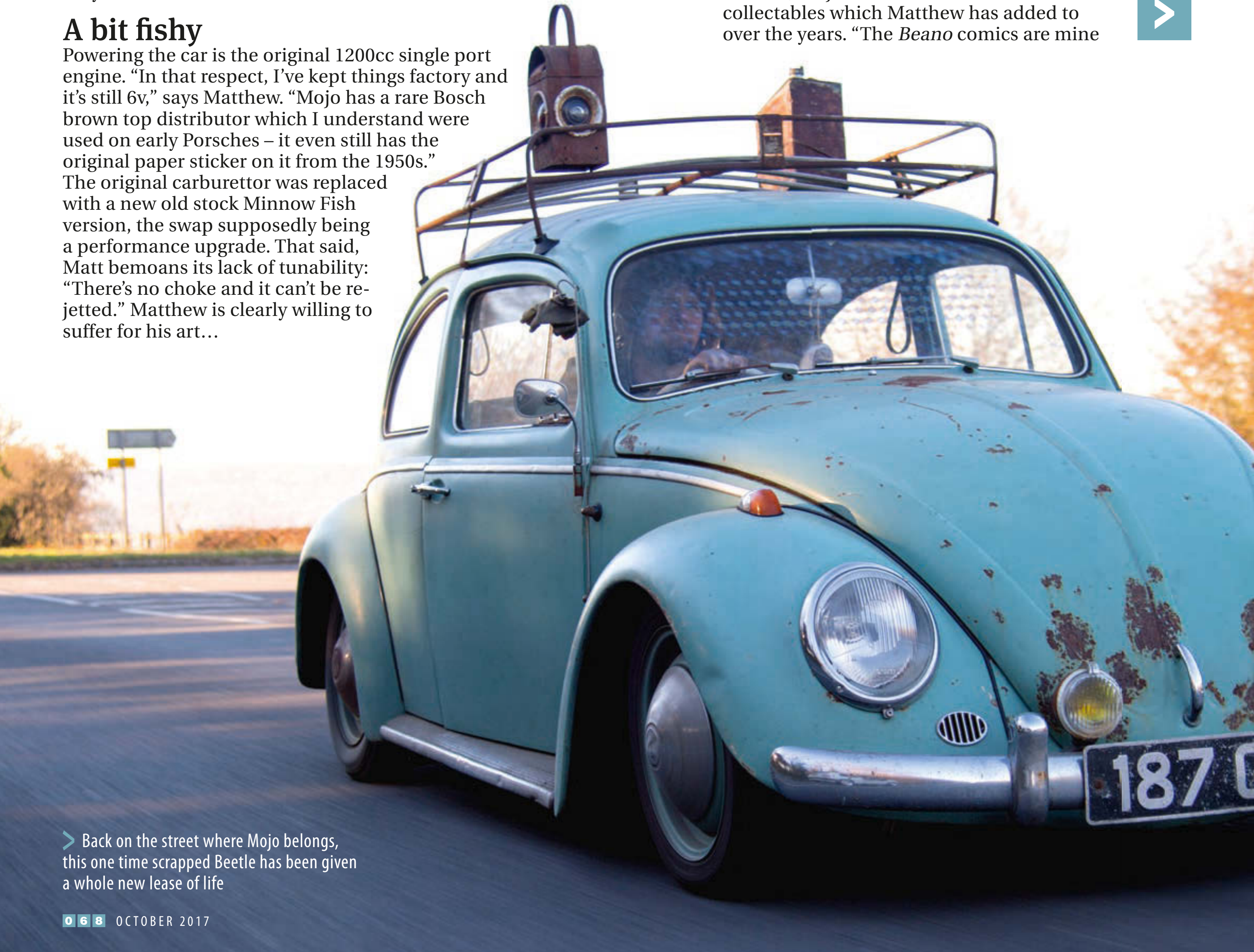


The engine bay originally sported a bird's nest, but now it's possibly one of the cleanest bits of the car

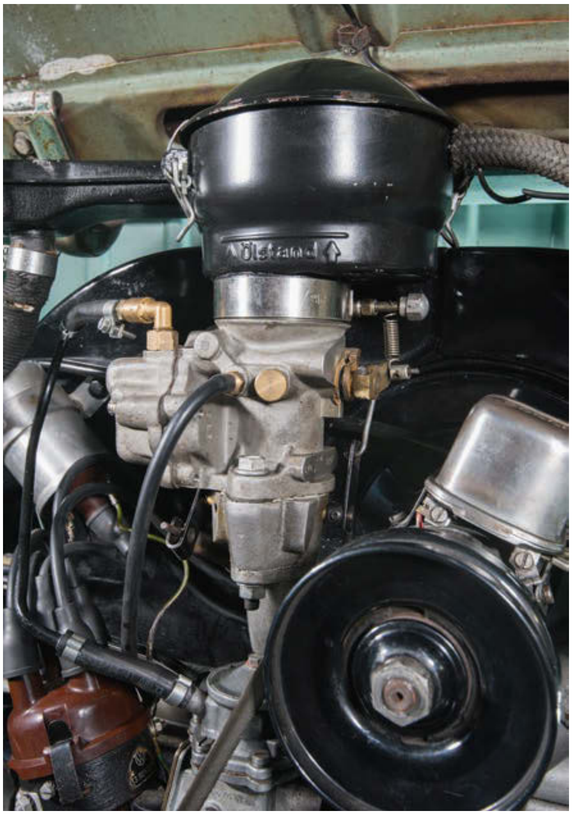
"I think of it as a very organic build, almost arty," continues Matthew. "I've let Mojo become whatever she wants. Being a rat style build we've added lots of details. My favourite is probably the radio aerial, it was bent into the shape of a coat hanger so I bought a Barbie doll jacket from my daughter Lily – she charged me £2 for it – and hung it on the aerial. The wind blew it away on a roundabout one day and I risked my life running back to get it – it's a part of the car."

Inside, Mojo is detailed with various collectables which Matthew has added to over the years. "The *Beano* comics are mine

>



Back on the street where Mojo belongs, this one time scrapped Beetle has been given a whole new lease of life



The engine is relatively standard other than Bosch brown top distributor and a new old stock Minnow Fish carburettor. Matt's quick to confirm neither is in any way a performance upgrade

> "I think of it as a very organic build, almost arty"

THE BUILD

How did you spend Christmas 2015, eating turkey, opening presents and getting drunk? Here's most of what John was up to...

Did we mention there was some rust in the floors? Well there was, and most of it occurred while the vehicle was stored

Once John threw away all the rusty bits, this was all that was left. We're joking but the reality wasn't much different

A bird had made its nest in the engine bay but otherwise it was all complete and surprisingly original

Despite looking badly corroded Mojo's original 1200cc engine had seen relatively little use. It was stripped, cleaned, inspected and treated to a top end rebuild

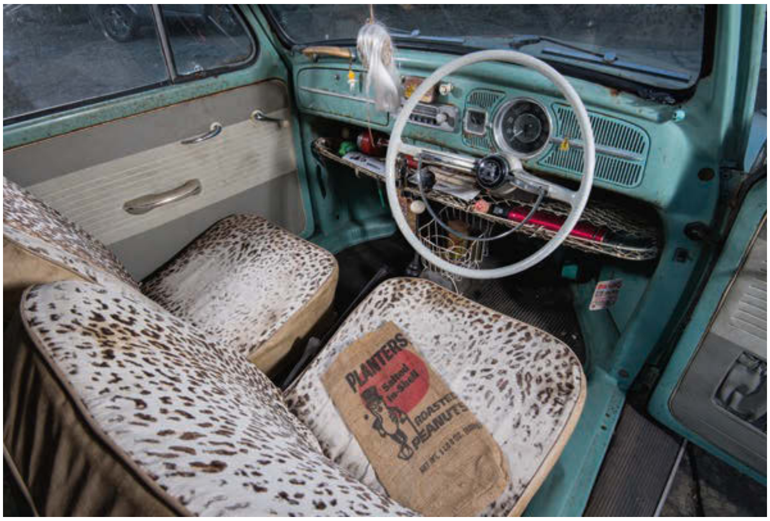
Just in case you're wondering if John can do really shiny, mirror finish paint? Well, yes – he can – but only on the parts you can't see

The lengths of metal bar welded around the interior give you a pretty good idea of the body's rigidity – something akin to wet cardboard

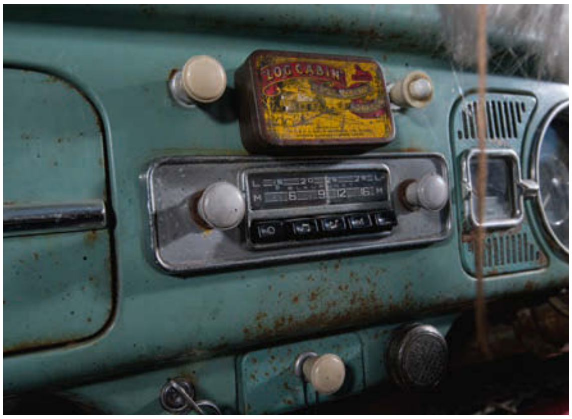
Repair sections were skilfully welded in around the lower six inches of the car

Where repairs were especially awkward John cut out sections from a later car – but not many, he's not a man who likes to be beaten by a little bit of rust, or a massive bit

You're not supposed to see this – it's one of the secret, subtle bits of respray that John did

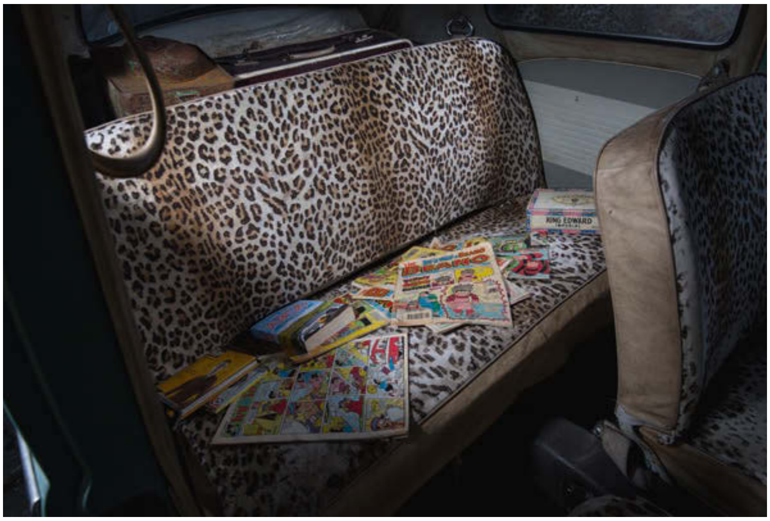


Here's the original radio that gave car builder John a bit of a scare one night. It still works perfectly, provided you don't like anything broadcast on FM



You'd be forgiven for thinking the lived-in feel here is easy to achieve but it's taken Matt hours of careful consideration

We don't often get excited about back seats here at *VolksWorld* but this cheetah skin seat cover was the reason the car was saved. Go away and read the story if you don't believe us…



Proud owner Matt displaying one of his favourite parts of Mojo – the tiny coat on the radio aerial. He'll grow into it one day…

"I don't think of her as restored so much as rescued"

from when I was younger, whereas other pieces such as the road lamp have been found at boot fairs – I welded the lamp to the roof rack and it now has a candle light flickering in it. The cupholder basket on the transmission tunnel is a newer piece, I sanded off areas of the powder-coated paint and left it in saltwater to rust. There's also straw on the floor since Mojo was used as part of a barn finds theme in a show and the straw just looked at home in there. Plus she's actually stored in a barn alongside my Splittie."

Embossed impression

The Pratts oil can was also an inspiration to Matthew, "I was looking at how much time and effort it must have taken embossing the brass lid on the tin. Since we're a garage we have keyrings to identify the cars on the premises, and John drew a Mojo design on one that I liked so much I traced it and used a Dremel to etch it in the windscreen glass.

"I've had to add extra clearance to the rear spring plates since they were bottoming out on the bump stops when Mojo was full of people," continues Matthew. "The front end is lowered with a narrowed adjustable beam John made by taking off about 2in each side, cutting off the top shock mounts and flipping it over to the opposite side for clearance. Ideally I'd have an air ride system but it wouldn't work well with the six-volt electrics. I found the old fog light in a box at work and bolted it to the front bumper, and that's easily the brightest light on the car."

It hasn't all been smooth sailing though, "One time I took my wife Laura out to dinner for our wedding anniversary," smiles Matthew. "Forgetting that Mojo's original window rubbers were still in place on the passenger side, it was pouring with rain and although my side was fine it looked like Laura was being pee'd on throughout the journey!

"No one has so far said we should have restored it back to standard – though it would have been easier. Being a '63 Beetle she's not especially unusual, but she has a few bits on her that are rare. I don't think of her as restored so much as rescued." What's the future for Matthew and Mojo? "I might put in a new windscreen, it's still the original screen but there are so many scratches that at night you can barely see the road ahead. I'll also rebuild the dynamo since it doesn't always contact when I'm starting the engine and that takes a lot out of the battery. Otherwise, and I know everyone always says this, but I'll never sell Mojo. She's a keeper. In my old age I'll be known as that crazy old man with the rusty Beetle!" ■

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CHIMAY
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Cheers, Chimay!

A quick hop across the channel, and you're there. As well as being easy to get to, EBI at Chimay in Belgium is still one of the friendliest, most all-embracing shows on the event calendar

Words and photos Ian Cushway

> The Burnout box provided visitors with lots of entertainment over the weekend

It was my first time at Chimay. I had tasted the high-octane trappist beer, but had never attended the European Bug-In (EBI) that takes place in the Belgian town every other year. My plan, albeit briefly, was to drive there in my Beetle, but having discovered that the most direct route from my home in Brittany would take eight hours of fast motorway driving, I fired up my ancient Audi instead. If I was to avoid the motorways, it would have eaten into the best part of four days in the Bug and involve a couple of stops on route. Sadly, there just wasn't enough flexibility in the mag's monthly schedule this time.

Having got delayed trying to avoid Paris, I arrived at Chimay just after lunch on Thursday. This gave me time to pitch my tent and get properly orientated before things officially kicked off on the Friday. If you've not been there before, the strip itself forms part of Chimay International Raceway, the evidence of which can be seen elsewhere nearby in the form of raceway chicanes which serve as lay-bys when not in use.

By Thursday evening the camping field was filling up quickly, and while the strip was closed, the swapmeet area gave the early arrivals a first taste of what was in store. EBI plays host to all the most important traders from around the globe, including EMPI, CSP, Moon and Flat4 from Japan, BBT, Kieff en Klok and Vintage Speed – precisely why it's become such an important event on the show calendar.

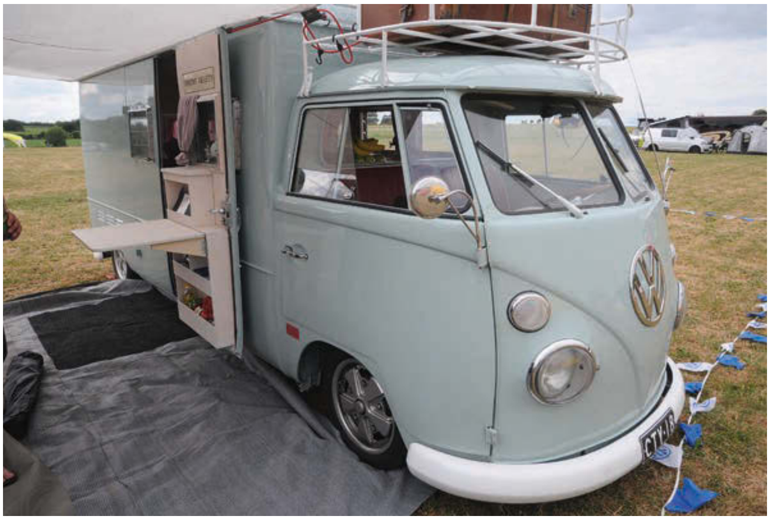
Rain soaked

The published format traditionally takes the form of drag strip action on the Friday, followed by a show and shine display,

BOX
Auto Technik
CHIMAY
EUROPEAN
BUG-IN 7

> “EBI plays host to all the most important traders from across the globe. . . which is precisely why it’s become such an important event on the show calendar”

This lot drove in convoy for 1376 miles to reach Chimay, having taken in the historic show at Hessisch and the AutoMuseum in Wolfsburg on route



Traders come from all over the world to display at Chimay
SPLIT4EVER

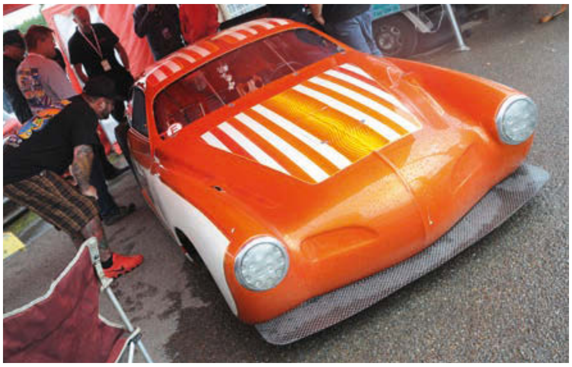
Esa Levy drove his gorgeous ’67 Kemperlink Bus all the way from Finland. It was originally a baker’s van, but he’s since dropped in a Type 4 engine to give it a bit more stick

’67 Split Bus was original but looked like it needed a fair bit of work

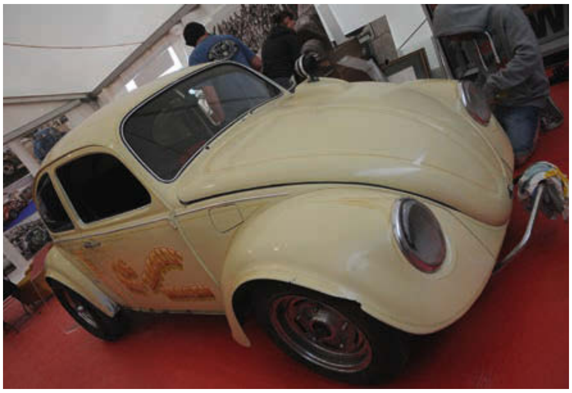
One of our favourite cars at the show, Phil Collingwood’s ’61 has a 2276cc unit fitted with 48IDA trinkets. Watch out for a full feature on it here soon

The swapmeet area was brimming with expensive goodies

European Bug-In 7

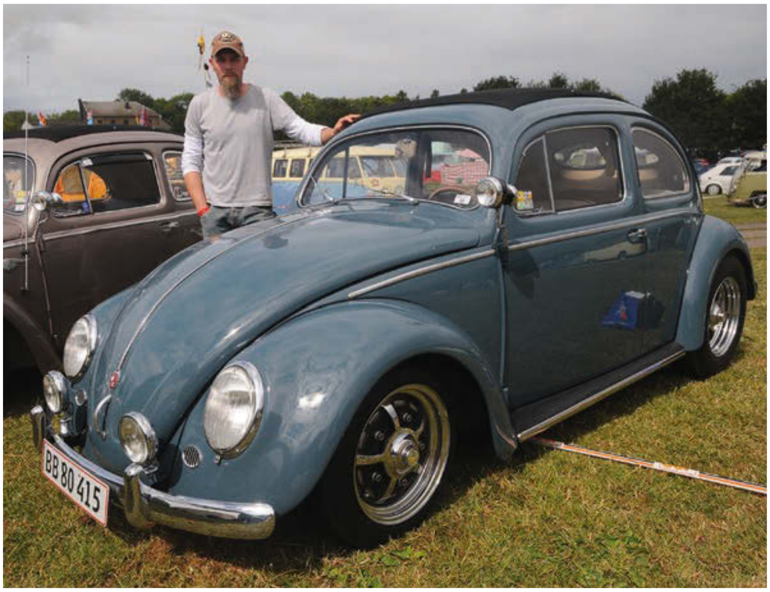


^ Mexxspeed's lightning quick Karmann Ghia drag car only weighs 395kg thanks to extensive use of carbon fibre

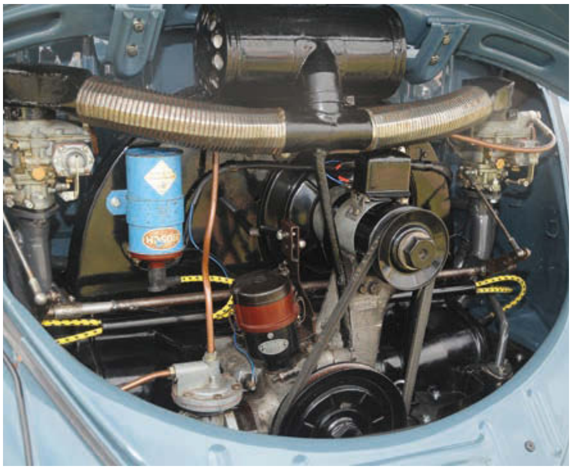


^ Laurent Dubois (aka El Dub) now owns this wonderfully period 2.0-litre slalom Beetle, which was campaigned in the 1970s by Dick Mitchell. A barn find special, it was in storage for over 30 years

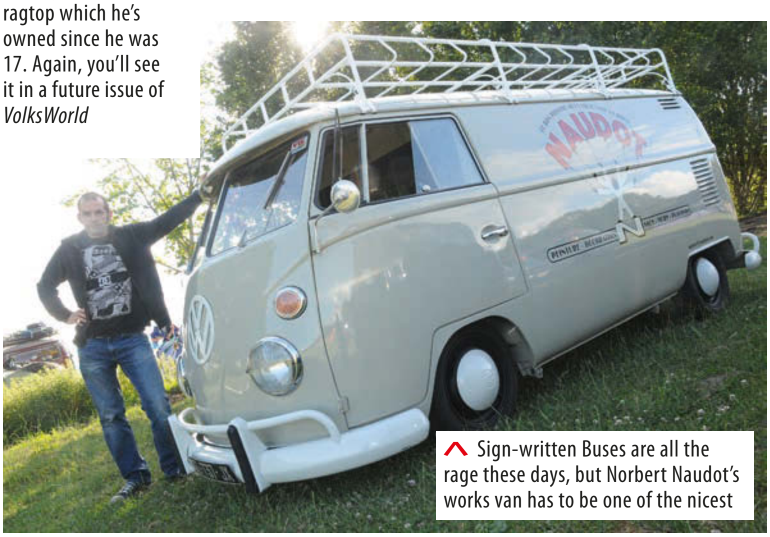
v We know very little about this obviously seriously souped '70s Bug, other than it was just, well, really nice



^ > Among the furthest travelled was Dane, Tomas Nielsen, in his '52 Zwitter, which boasts a rather special Okrasa engine complete with racing history. No wonder it scooped Best of Show



< Tomas's friend, Brian Hansen, made the journey from Denmark in an equally special '54 ragtop which he's owned since he was 17. Again, you'll see it in a future issue of *VolksWorld*

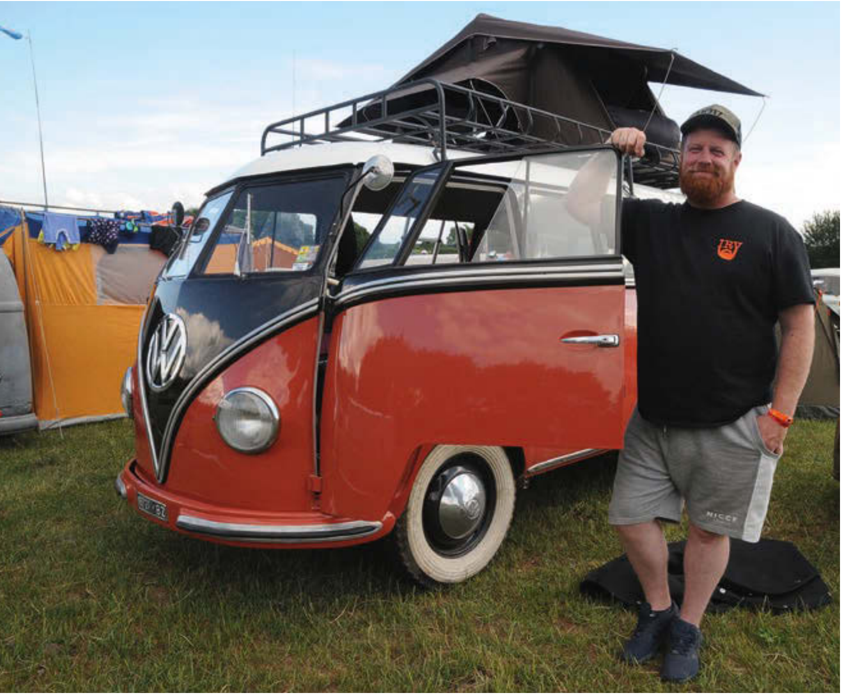


^ Sign-written Buses are all the rage these days, but Norbert Naudot's works van has to be one of the nicest

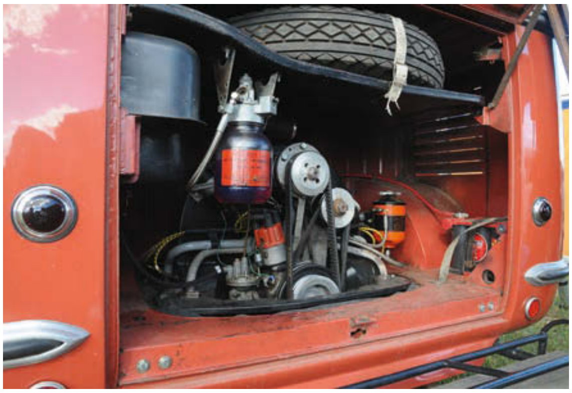
more drag racing and various displays in the 'burnout box' over the weekend. Sadly, rubbish weather had a big effect on the schedule so only a small amount of racing took place this year – but nevertheless, you still got a good taste of what it was all about and simply walking up and down the pit lane was an experience in itself.

Unsurprisingly, being so easily accessible from the UK, there was a large contingent of British VW enthusiasts at Chimay. That said, lots of people had driven directly from the historic meeting in Hessisch, Germany a few weeks earlier – obviously keen on making the most of an extended VW-themed holiday.

Everyone kept telling me EBI was one of the friendliest VW gatherings in mainland Europe, which is why I wanted to go. Having been, got the beer glass and spent time enjoying the relaxed vibe, I can definitely confirm this to be the case. Only next time, I really want to join in the fun and take the Bug… ■



Paul Irving's the proud owner of this ultra rare and incredibly original 1952 15-window Deluxe which has a Judson supercharger fitted to its 30bhp engine. It was discovered in Italy and is thought to be one of just three in the world. It had been in storage since 1972 and still had ski pass tags from that era dangling from the rear view mirror when it was found. Just as incredible was the fact that the seats had plastic covers on them and the original material was spotless underneath when they were removed



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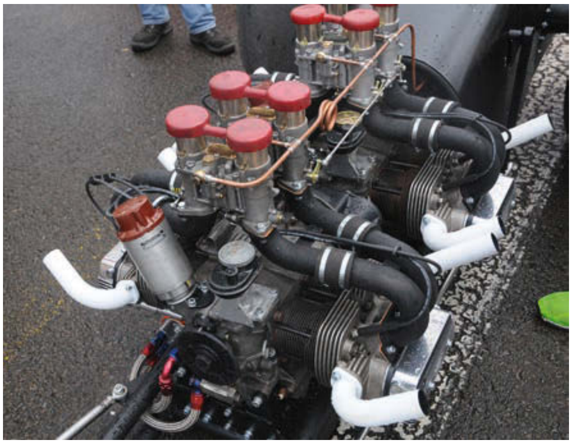
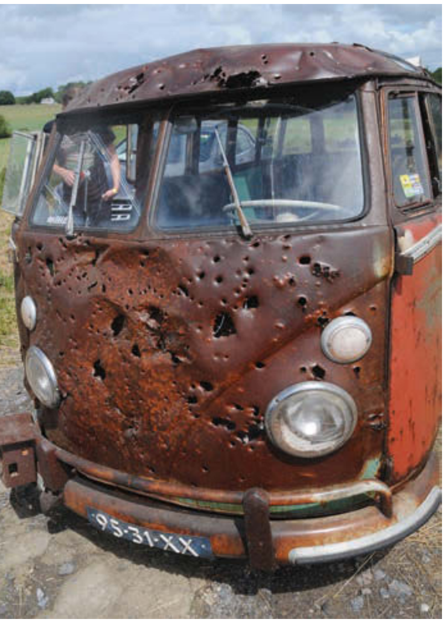
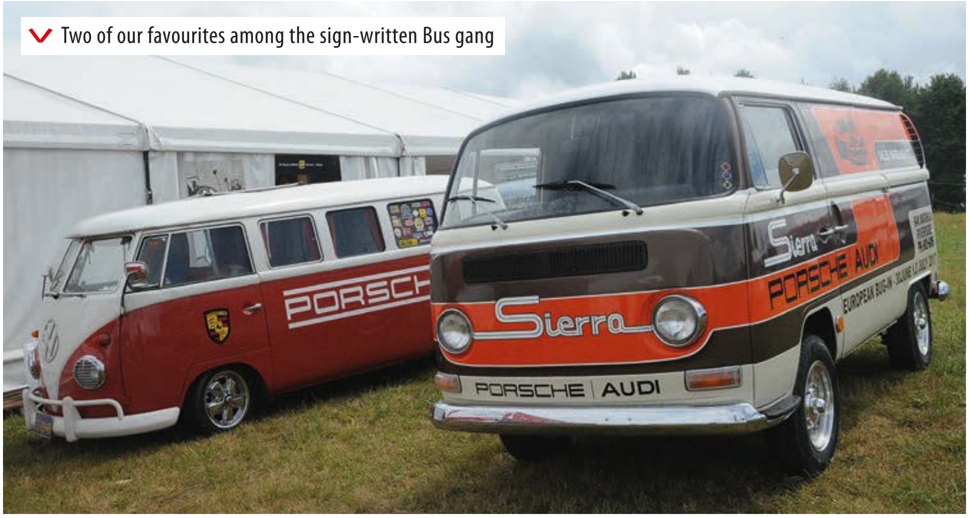
Us Brits always enjoy a bit of continental sun, especially when the forecast says rain!

Why make do with one engine when you can have two? The guy who drove this must have had a good life policy







Two of our favourites among the sign-written Bus gang

Check this out. This '62 Samba was found in the Mojave desert where it was used as target practice by Californian hillbillies. The owner was a bit sketchy when we asked him what happened when it rained

Quick cars, a drag strip and a few strong beverages in the evening – who could ask for more?

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Grass roots racing provides the perfect backdrop for one of Europe's friendliest VW shows

An all too brief bit of drag strip action was enjoyed on Friday evening

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> “the strip itself forms part of Chimay International Raceway”

This totally understated '67 with Cabriolet bootlid was another of our show favourites

This is the closest you'll get to California sunshine in Belgium

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SHOW REPORT
IG Käferfreunde Pendelachse

Something special

Some of the rarest, most sought after special-bodied VWs gathered together in Düsseldorf in May, and we were there to catch the action

Words and photos Chris Eckermann

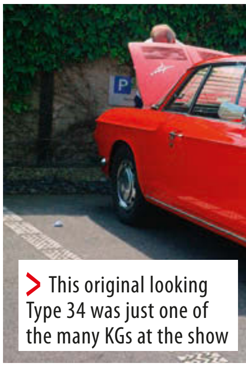
The event, the eighth of its kind, was organised by a group of enthusiasts with a particular interest in early, original cars. However, while the emphasis among members of the IG Käferfreunde Pendelachse has always been on quality, not quantity, cars within their membership has broadened to include 1302s/1303s and even Mexican Beetles in recent years.

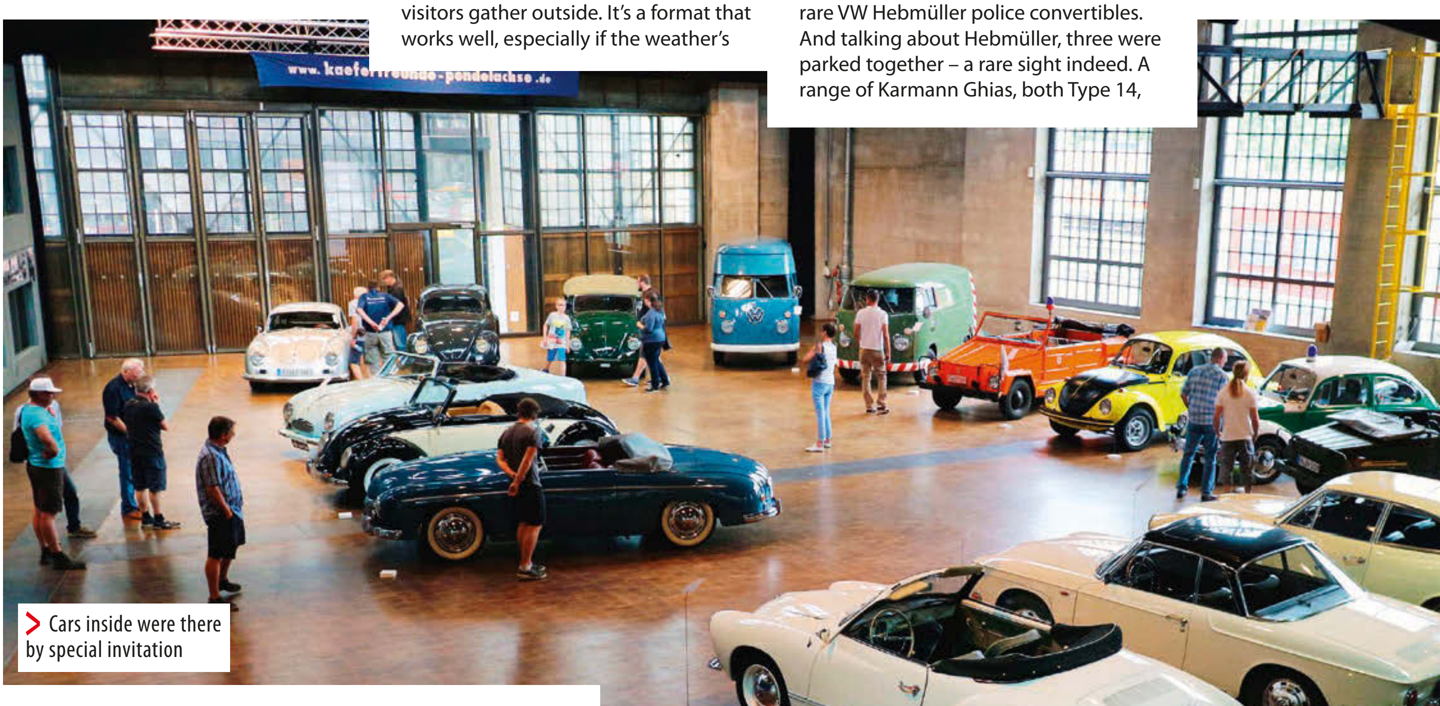
The venue was Düsseldorf's striking Classic Remise, a former railway storage shed built in the late 1920s which now, having remained derelict for over half a century, plays host to a number of classic car dealers, parts businesses and specialist workshops. There's even a bistro inside called Hebmüller named to celebrate the proximity of where the Hebmüller convertibles were built. Beetle owners meet here every two weeks for a spot of brunch.

Rarest of the rare

The show consists of 'invited' cars, which pitch up inside on the former railway building's wooden floor, while visitors gather outside. It's a format that works well, especially if the weather's not up to scratch. The theme last year was Hebmüllers, with 12 rare examples present at the show. This year's theme was 'Special Volkswagens and special bodies' which widenend the invite to Buses, Beetles, replicas, cars made for foreign markets and elegant specials. All had one thing in common; they all were built in low numbers and are now deliciously rare.

Cars on display ranged from a 1943 KdF to a VW 1303 Gelb-schwarzer Renner and a VW 1303 police car. There was another original police car, one of the rare VW Hebmüller police convertibles. And talking about Hebmüller, three were parked together – a rare sight indeed. A range of Karmann Ghias, both Type 14,


This original looking Type 34 was just one of the many KGs at the show



Cars inside were there by special invitation

An eclectic mix of old and new is what makes this show so interesting

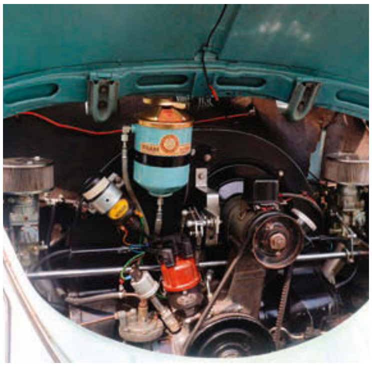
This pristine VW 1303 Convertible is for sale at one of the dealers that have their premises in Düsseldorf's historic Classic Remise

Paper weight, anyone?

IG Käferfreunde Pendelachse

These were just some of the Beetles belonging to members of the Käferfreunde Pendelachse-Düsseldorf

Colour co-ordinated Fram F3-P2/W oil filter on an early 30bhp engine looks cool, and the throttle linkage for those twin Solexes looks pretty industrial



This Westfalia Bay from Recklinghausen was given a Top 10 award

> “There’s even a bistro inside called Hebmüller”

We suspect this flared-arch 1973 VW 1303 German Looker was concealing a Porsche engine under that bootlid

Type 1 Camper is one of the many cars that are for sale inside the Classic Remise

Pendelachse is the club for classic, original Volkswagens from Düsseldorf

This 1500 S also scooped a Top 10 award, and rightly so

Porsche 356 Coupe replica by Saier sits on a Beetle chassis. The car next to it is a genuine 1943 KdF Type 60

The stunningly original Oval of Jörg from the Käferfreunde Pendelachse-Düsseldorf, together with Raoul’s Beetle-based ice cream van

One of the oldest Volkswagens on show was this VW Type 82 Kübelwagen

Ex-Bundeswehr VW 181 was in perfect condition

Not really the time for skiing, but a cool look despite the much later tail lights

Oval was one of a number of tidy, original examples at the show

Genuine Hebmüller police convertible tails a nice, original Split

Randar RDWs look just perfect on this low-riding Oval from Belgium

The Classic Remise provides a fresh, new approach to storing and selling classic cars

Type 34 and a (Brazilian) Karmann-Ghia TC 145 were standing on the wooden floor. Further special bodies were present in the form of a Rometsch Beeskow and a VW with an ultra rare Wendler body. A VW 181 from the Bundeswehr (fully equipped) and another 181 from the Zivilschutz (civil protection) in orange were further additions to the show.

Out of this world

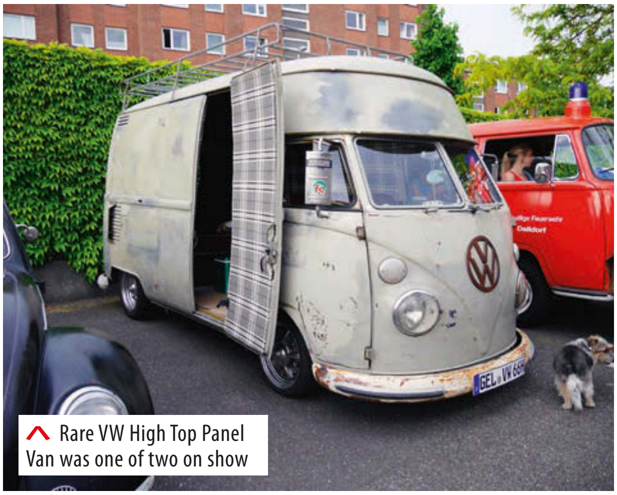
A replica Porsche 356 Coupe was also one of the exhibition pieces, demonstrating that special Volkswagens don't necessarily have to be of old age. And this was just the special exhibition indoors. In the entrance hall a restored Barn Door Bus was waiting to be inspected and Raoul Verbeemen's interesting (Beetle-based) ice cream van was standing nearby. Freshly baked waffles were also being given out in exchange for a donation to a charity for patients with cystic fibrosis.

As in previous years, entrance to the show was free (a donation was welcome), and about 250 beetle drivers from Germany, the Netherlands and Belgium took the opportunity to attend the show. There was a small spare parts market, and as you can imagine, the items being offered were those you don't usually see at your local swapmeet.

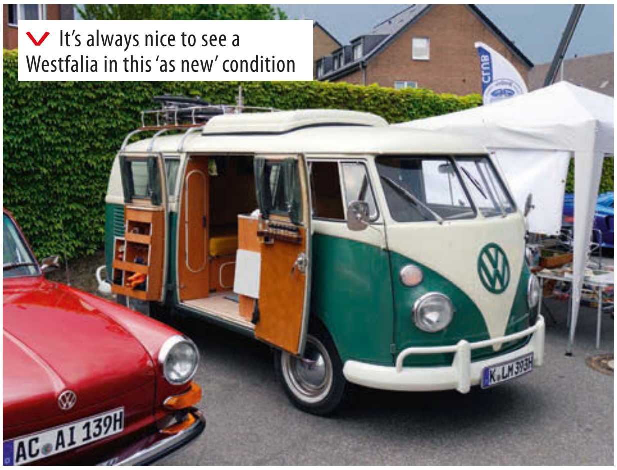
The IG Käferfreunde Pendelachse Düsseldorf organised again a very friendly show that had loads to offer, especially for a smaller one-day show. If you fancy something a little different in 2018, why not include it in your calendar. ■

The swapmeet wasn't huge, but what it lacked in size, it more than made up for in quality

IG Käferfreunde Pendelachse

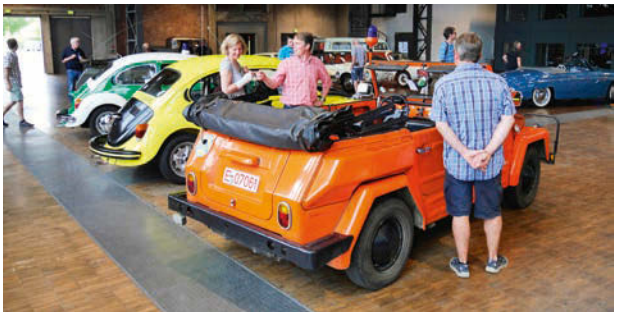


Rare VW High Top Panel Van was one of two on show

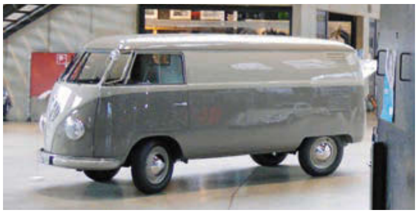


It's always nice to see a Westfalia in this 'as new' condition

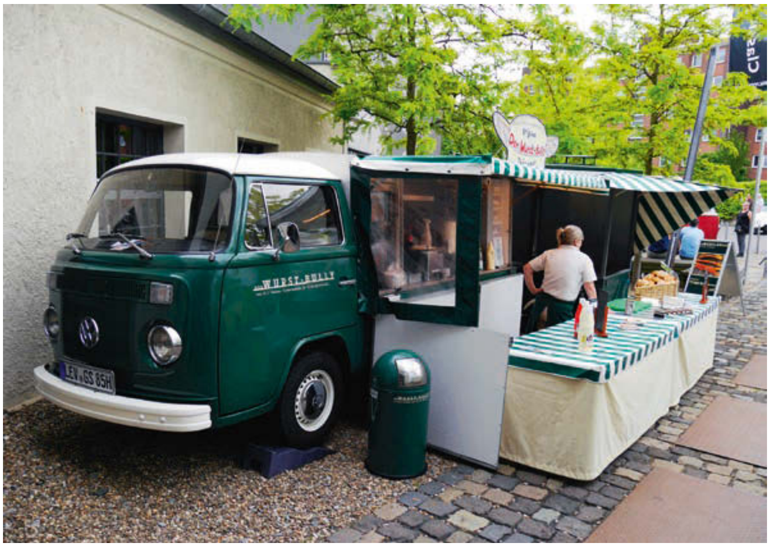
> special bodies were present in the form of a Rometsch Beeskow and a VW with ultra rare Wendler body



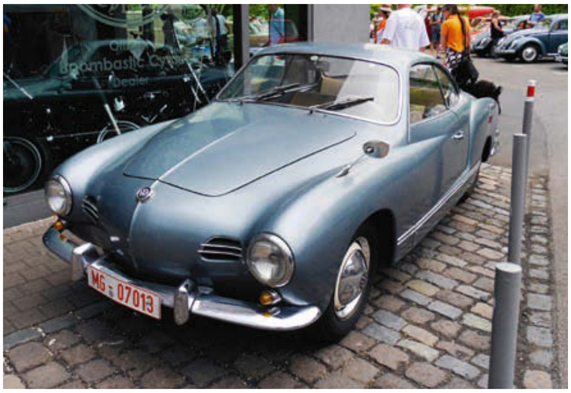
Line up of rare air-cooled classics including original ex-police 1303, 1303 GSR (Gelb-schwarzer Renner) and Zivilschutz (civil protection) VW 181



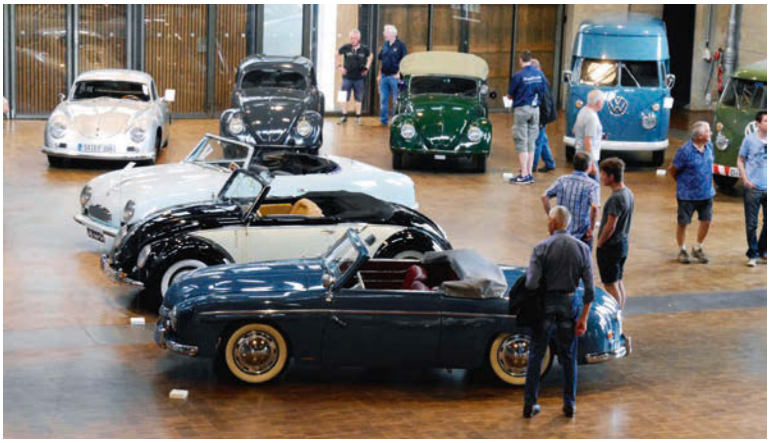
Just finished, visitors appreciated the quality of work in this recently restored 1952 Barn Door Panel Van



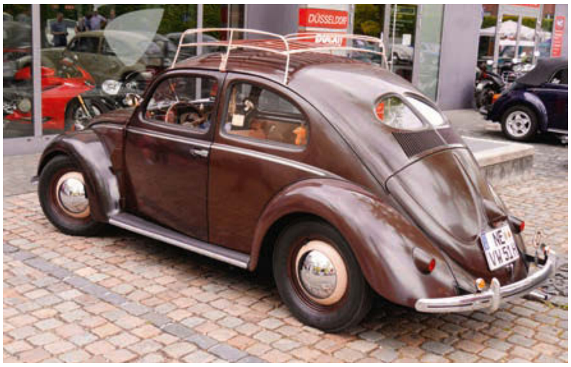
The Wurst-Bulli was selling sausages throughout. Check out that colour-coded bin!



We spotted this very nice Lowlight Ghia parked outside



Rometsch Beeskow, VW Type 14 Hebmüller Convertible and VW Wendler queue up for the special display



1951 Split Window Beetle was mostly in its original paint

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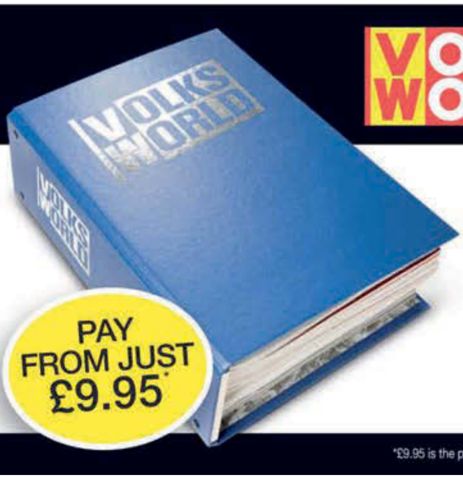

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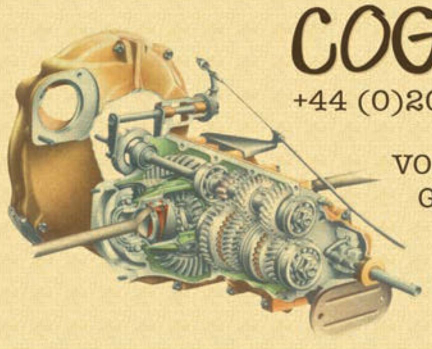

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OCCUPATION
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CARS
'68 1500 Beetle, T5, aged Audi A6 Avant

WORK THIS MONTH
Fitting dropped spindles

In for the drop

Fed up with being laughed at by his wife, Ian fits a set of dropped spindles

Personally, I think my Beetle's come a long way since I first picked it up last May. Back then, if you remember, it was still on its standard wheels, the paint looked pants, the running boards were perished and, worst of all, it was as if somebody had left a jack underneath the rear because the ride height was ridiculous. I can only assume it had been given excess positive camber to cope with the rocky Portuguese roads, but it certainly looked uncool.

My first job then, once I'd got hold of a set of secondhand BRM replica alloys, was to drop the rear suspension by unbolting the rear spring plates, and rotating the axle two splines to get the ride height right. Like most jobs, it sounded easy enough before I set about doing it but ended up taking the best part of a day. First, I dropped it too low then on one side I pulled the axle off the inner spline which complicated things. Nevertheless, I got the desired result – not too low, not stupidly high – so I was happy.

Whenever you do something to your car, it's always nice to get a bit of feedback – even if it's just from your nearest and dearest – but all my wife could say was, "Yeah, but what about the front?"

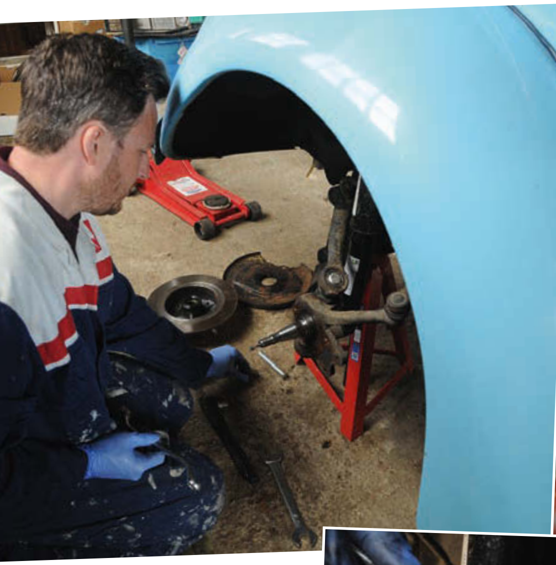
She had a point, of course, as the gap between the tyre and the wing now seemed just as ugly as it was at the back. So I knew deep down that lowering the front would have to be my next job.

New dropped spindles lower the front end by 2½in and typically cost just over £100 a pair

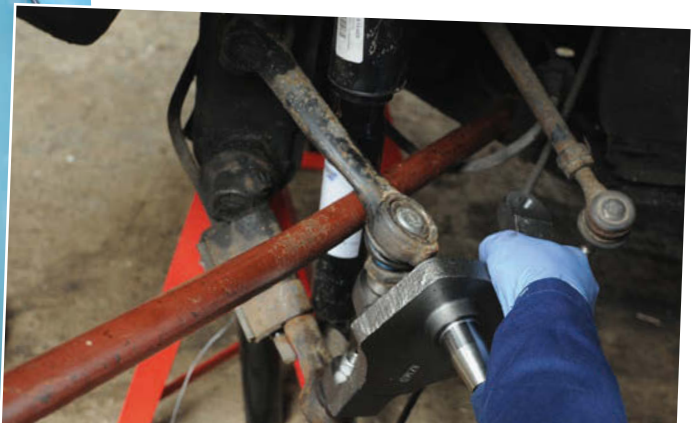
Easy option

There's a few ways to lower the front end of a Bug; the traditional method is to fit beam adjusters. However, this involves cutting out the centre section of each tube and welding in the adjusters. They're cheap, you can lower the front by about 4in but the welding has to be meticulously accurate. However, as I wasn't after a particularly radical drop, I went for the easier option of fitting dropped spindles.

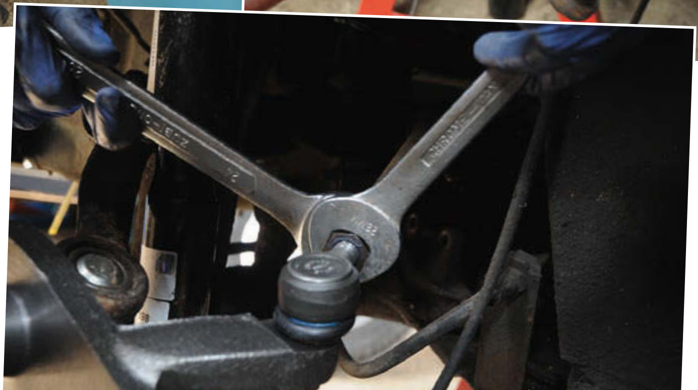
Historically, these have had a bit of bad press, mainly because a long time ago people were cutting off the original stub axle, moving it up, then welding it back on and the quality was rubbish. However, those days are long gone and the dropped spindles on the market today are brand new castings with new chromoly axles press fit through from behind, with the axle positioned higher



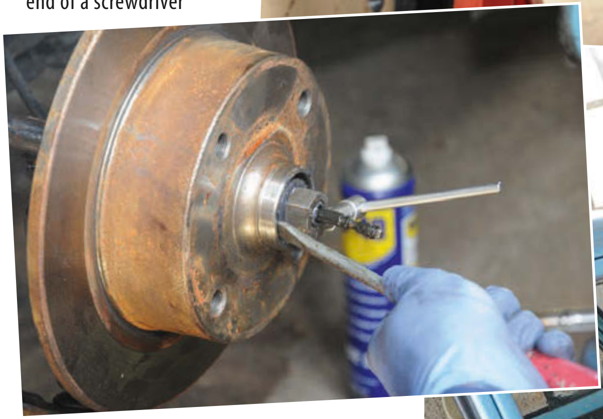
Mark had got the speedo cable, wheel bearing, caliper and disc off before I'd even had a chance to get the kettle on



The only real ball-ache is splitting the front balljoints. Job done, Mark's using a bar to ease them into their new dropped spindle home



We fitted new top quality Meyle track rod ends, being careful to get the same amount of thread showing as the ones that came off



New inner and outer wheel bearings were fitted. The key here, when adjusting them, is to tighten until you can only just nudge the washer below with the end of a screwdriver

> "As I wasn't after a particularly radical drop, I went for the easier option"

Job done! Realistically, it took Mark a couple of hours to do both sides – but he knows what he's doing, and doesn't exactly hang around. The dropped spindles increase the front track by around half an inch

up. That means you can lower your car by 2½in without any of the associated negatives of lowering, so you maintain the factory steering geometry, use stock shock absorbers and don't have to dismantle the whole front end of your car to fit them.

In fact, despite the hassle of having to split the front balljoints, fitting dropped spindles is an absolute doddle – made even easier if you have regular technical contributor Mark Walker offer to do the job for you. Mark was over in France with his girlfriend Jo, and called in on route to his friend, Den, having fitted power steering and automatic transmission to his Bay.

Two-hour job

With the front end safely up on axle stands and the wheels off, it's simply a case of unbolting the brake caliper, taking off the disc, the backplate (there's two 11mm bolts) and then tackling the balljoints. Luckily mine had only recently been replaced and came apart reasonably easily. I've been told that the new dropped spindles only accept '69-on track rod ends and inner wheel bearings, so these were ordered at the same time as the dropped spindles from VW Heritage. With the track rod ends, it's important to measure the amount of visible thread to ensure the car's tracking remains spot on. It's then a case of fitting the new spindle and putting everything back together again, minus the back plates because they don't have any screw holes to fit them.

As you can see, the car now sits level. The ride height's just right for me – the tyres fill the arches nicely, but it's not crazily low. Most important of all, my wife's no longer nagging me about how it looks and actually seems pretty impressed! Result. ■

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VOLKS WORLD **Don't miss it!**

Upping the ante

Eager to improve your air-cooled engine? Follow our guide to the most popular upgrades

Words and photos Rob Hawkins

The simplicity of VW's air-cooled engine means there's a wide range of modifications available to improve performance and help reliability

The problem with engine performance is you can never have enough. Even if you bolt a turbo onto a bombproof motor, you'll inevitably get used to the power and want more. So, when it comes to modifying an air-cooled unit, you need to be realistic. Spend too much money and you might as well fit a flat-four Subaru engine instead.

A worthwhile starting point when considering engine modifications is preservation. There's no point spending lots of cash if the engine isn't in good working order to begin with, so do a compression test to check its health, make sure it's been serviced, and that the valve clearances and ignition timing are spot on. Then, think about what monitors your engine and whether that monitoring needs to be more comprehensive, especially if it's going to be modified. The condition of the oil is crucial, so maybe add an oil temperature and oil pressure gauge. Handy devices such as Save My Bug's hot oil sensor (www.savemybug.com) trigger the oil pressure light on the dashboard when the temperature gets too high. You may also want to increase the engine's cooling capability by blocking off the heater outlets on the fan housing or even going to the extreme of fitting an external oil cooler.

> “There's no point spending lots of cash if the engine isn't in good working order to begin with”

Once you've negotiated these hurdles, it's time to start planning, and the following pages outline some of the most popular engine upgrades for air-cooled motors.

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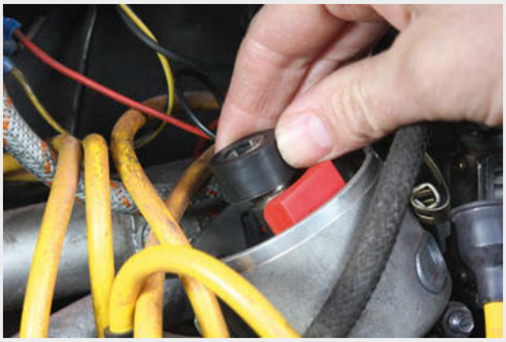
GREATER RELIABILITY



Electronic ignition will say goodbye to having to renew the points and condenser every year. It also helps to provide a more consistent supply of voltage to the spark plugs. Conversion kits start at as little as £30, many of which sit inside a standard distributor. In many cases the old points and condenser need to be removed and a new electronic ignition module fitted instead, whilst a round trigger wheel is fitted onto the shaft in the centre of the distributor. The rotor arm and distributor cap are still used. The increased efficiency of electronic ignition can sometimes highlight weak spots in other ignition components, such as a HT lead that's starting to break down.

Uprated coils and HT leads can further increase the reliability of an engine, helping especially to maintain a strong spark at the spark plug when the engine is at high revs. Sports coils cost from around £40 and a set of uprated HT leads cost around £60.

The cooling aspects of an engine are important, and one popular upgrade is to change the standard drivebelt for a Serpentine system at around £250, which includes new pulleys (crankshaft and alternator or dynamo) and a tensioner instead of shims. As Limebug explains, "When BHP is increased substantially, the likelihood of lift off and belt slip on a standard belt is almost certain. A serpentine system such as the MST systems we stock use a thin flat belt drive which is wide. It has several webs throughout the internal structure, and due to the wide, thin nature, the height of the rubber element is reduced, which slows stretch. That, twinned with the wider profile, means more surface area to grip. It's like putting a low profile wide tyre on your car, which means less tyre wall slop, and more contact with the ground, meaning more grip."

< ^ Electronic ignition, a Serpentine belt kit and uprated ignition components all improve engine reliability

QUIETER OR LOUDER

Whether you want to quieten the noise generated by an air-cooled engine, or make it sound more meaty, there are a range of exhaust systems designed to do just this, with prices starting at under £100 for noisy systems and around £300 for stainless steel quiet systems with a lifetime warranty. Thanks to the rear engine design, changing a system is quite straightforward. The tinware usually needs to be removed along with the flexi-pipes that connect the J-tubes to the fan housing that blow warm air into the interior of the VW. There are usually a selection of nuts to undo where the system is fixed to the cylinder heads, plus another four bolts if you have a heated inlet manifold. Be prepared for seized fittings and broken studs, which will add to the time for the job (fitting copper nuts helps to save time in the future as they can be broken with a chisel, should they become seized). When fitting the new exhaust system, you may need to loosen the exhaust manifold's mounting nuts on the cylinder heads to allow for more manoeuvrability.

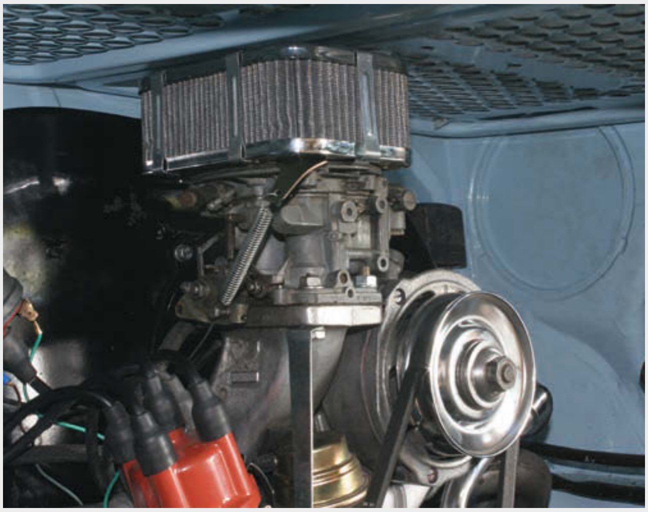
v Tuned stainless exhausts produce better resonance and usually have a lifetime warranty

FUELLING

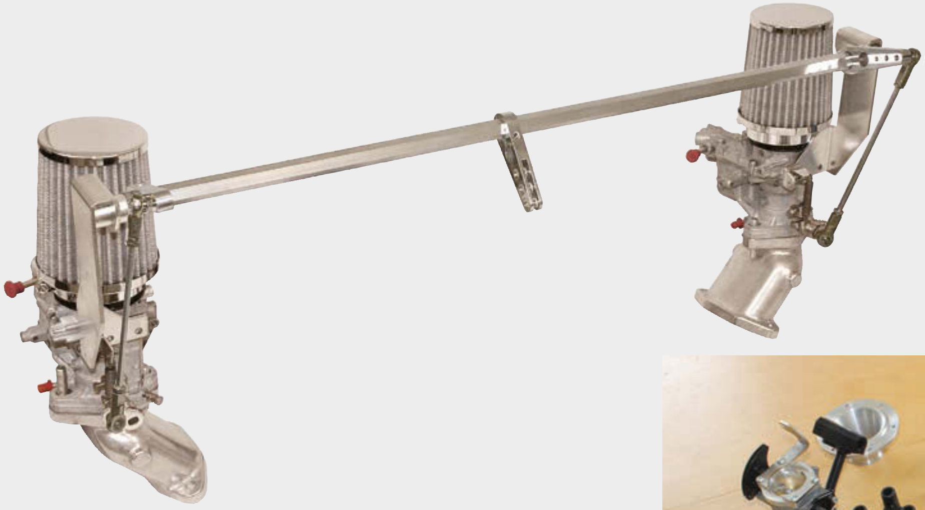
When you want more bang for your buck, a bigger single carb or a pair of carbs is one of the most popular choices. A larger single carburettor, such as Weber's twin choke range or a similar assembly from EMPI, can help with maintaining performance, especially on inclines. This is often a straightforward swap, requiring the standard Solex to be removed and the new carburettor fitted onto the standard inlet manifold. Budget for around £300-£400 for this upgrade.

However, for a more noticeable improvement in performance, changing the single carburettor and inlet manifold for a pair of carburettors is a better option, but it costs more at around £450 and the fitting is more involved – the old carburettor and inlet manifold are replaced with two small inlet manifolds and a linkage that controls both carbs, so in some cases, the dynamo or alternator needs to be lifted up out of the way.

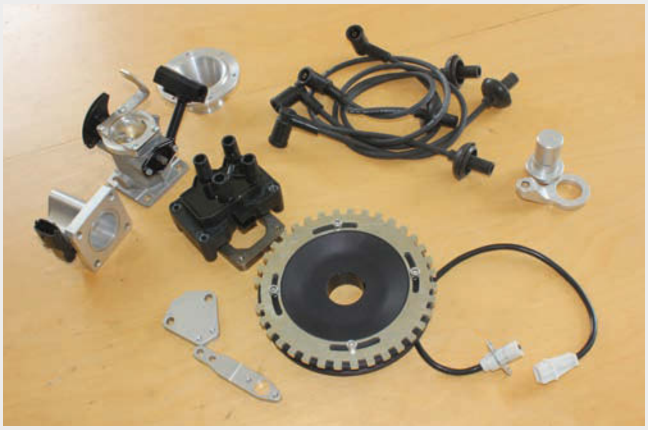
If you're keen on modernising the fuelling, then fuel injection conversions are available. There are a few kits in the USA, but also Specialist Components of Norwich have created their own (see the March 2017 issue), which includes a single throttle body, coil pack, ECU and all the parts to complete the conversion. Performance gains are small at around 10%, but there are noticeable improvements in sustained power, which is useful for maintaining a cruising speed and climbing hills.



Twin carb conversions from the likes of Weber and EMPI include short inlet manifolds and adjustable linkages. Bear in mind that access to the spark plugs is tighter than a single stock carb setup



Twin Weber 34 ICT carb kit from Just Kampers costs £459.50 and can be fitted onto the 1600cc air-cooled engine for the 1968-on Beetle and 1971-1979 Type 2 Bay



Fuel injection conversion kit from Specialist Components includes a single throttle body, twin injectors, Ford coil pack and a programmable ECU

CAMS AND ROCKERS

How freely an engine revs and how it performs through the rev range can all be fine-tuned through the camshaft and its associated components. A popular starting point is to fit a pair of high ratio rocker shafts (1.25:1 ratio), which give a bit more valve lift, so they generate a little more torque. VeeWee sell a kit suitable for all air-cooled engines up to 1600cc at £125, which includes chromoly rocker arms, alloy steel shafts and adjusting screws. Ideally, this should be fitted with cut-to-length pushrods at £63 to achieve the correct valve train geometry. The work involved in fitting these parts does not require the cylinder heads to be removed. Once the rocker covers have been taken off, the rocker shaft assembly can be dismantled, followed by the pushrods, then the new parts fitted and the valve clearances checked and adjusted.

Changing the camshaft for a performance specification item can help create a smoother power band, more bhp and torque. Prices start from around £75, although more parts may be required, such as uprated valve springs and the aforementioned high lift rocker shaft assemblies, so budget for around £200. This conversion requires the engine to be dismantled and the new camshaft correctly timed-up.

PISTONS AND BARRELS

Larger pistons help to increase the capacity of an engine and generate more performance. The 1641cc kit, for instance, with 87mm diameter pistons, is one of the more popular upgrades, and can be fitted to 1300-1600cc engines. Budget for around £200-250 for the parts.

If you are confident the crankshaft and associated parts are in good condition with an acceptable amount of end float, then a partial stripdown of an engine is all that is required to change the pistons and barrels. The new pistons are secured to the conrods with new gudgeon pins. If forged barrels are included in the conversion, these will endure higher temperatures, so they are less likely to distort (ideal for further engine modifications).

1641cc piston and barrel kit, including rings, pins and clips is £228.95 from VW Heritage

A 1641cc top end rebuild kit with cylinder heads, barrels and pistons, pushrod tubes, gaskets, distributor and spark plugs is likely to cost under £550 from specialists

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1972, £4,500 ono. 1200cc, white, good condition, tax exempt, MoT Nov 2017. Staffordshire. 07929 998180 (HR)

BEETLE

1973, £1,000. Engine size 1,600cc. Ideal as an affordable restoration project. Needs some welding on floor front, body work good, engine 9000. Hampshire. 023 8039 6169

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GOLF

2004, £1,700. Metallic silver grey, rg32 alloy wheels, screen aerial and exhaust system concealed. Alarm and new battery, reg plates and wipers. Full history, all receipts, well maintained. A smooth quick drive. Hampshire. 07858 076866 (MC)

GOLF CABRIOLET MK3

1995, £1,750. In bright red with immaculate black cloth interior lovely under bonnet and in boot recent discs & pads and new MOT drives superb. North Lincs. 01652 678417 (LH)

GOLF CL AUTO

1992, 66,000 miles, £1,495. 18 service stamps majority main dealer old MoTs from 1995, 2 keys, central locking, very original car drives superb. MoT October. Cheshire. 07836 662966 (MC)

GOLF DRIVER

1990, £1,500. Tornado red, very sound and reliable. New MoT. Would swap for London taxi Fairway automatic. No texts please. Northamptonshire. 07941 803765 (after 6.30 pm) (RB)

GOLF GTTDI

2001, 126,627 miles, £600. Black 5 door Hatch manual. MOT 23/10/17. Tatty Bonnet. Full service history. Sutton. 020 8644 8710 (RA)

GOLF X2

2000, £900 the pair. 2000 2 door 1.4, silver. Clean and MoT'd but clutch pedal stuck down. 16in split rim wheels with new tyres and more. 2001 convertible 2.0 SE, blue/purple paint, power hood, clean car with recent MoT. Sell or swap or w.h.y. Middlesex. 07926 390082 (RB)

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1979, £13,000 ono. White, left hand drive, new engine,restored to good standard. Staffordshire. 07929 998180 (HR)

MK 3 GOLF

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MK2 GOLF GTI

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POLO

1999, 50,000 miles, £450. 4 door. Diesel 1.9. 2 owners. Good solid car. 6 months MoT. History. North Yorkshire. 07970 000068 (PB)

SHARAN 1.9 DIESEL

1996, 157,000 miles, £2,995. People carrier, full disabled conversion from new. New fuel tank, 2 new tyres. Service history from new. Lovely runner, green colour, 2 former keepers. South Yorkshire. 07812 452206 (RB)

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1969, £35,000. California imported rust free. Fully restored 2011 owned since. Wax oiled. Summer miles winter stored in insulated garage. 1776 completely rebuilt motormachined heads 40 twin Webber carbs. Braided hoses, electronic ignition, stainless exhaust, oil cooler, custom Porsche front disks, new rear drums with servo, anti roll bar, empi or original wheels, halogen headlights. Durham. 07515 855472 (HR)

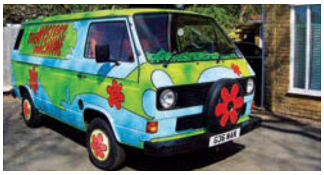
T25 WESTFALIA LHD

1987, 200,000 miles, £7,500. I imported the van from California in 2006. 2L Petrol Watercooled engine. Power Steering, air conditioning. Engine reconditioned @150K. All original interior and trim in v good condition. Pop top roof. Rare slot in double bench seat converting it from a 5 to a 7 seater. Serviced by local VW specialist, FSH. West Yorkshire. 07875 299621 (RA)

TYPE 2 DOUBLE CAB PICK UP

1978, £19,000. Very straight & sound. Having lived on a Cape Town vineyard. Documented mechanical. Work done has MoT but awaiting birth certificate, honest untouched bodywork as imported complete with rear drop sides. Dorset. 01308 862045 / 07791 530618 (HR)

VOLKSWAGEN MYSTERY MACHINE



1989, £10,500 ono. Professionally converted 78PS Panel Van. Fitted out for fun or business. Sound and video.1915cc Petrol. New stainless steel exhaust. New tyres. Recent Service. MOT October. Kent. 07721 942732 (RA)

VOLKSWAGEN CAMPERVAN

1979, £26,000. Exterior/interior excellent condition. Mileage: 82,313. Features: rock n roll double bed, double bed in pop up, CD player, fridge, sink, gas hob, stow away table. Mot til May 2018. Wiltshire. 07766 541749 (RA)

VOLKSWAGEN SPLITSCREEN

1964, £30,000. LHD. Bare metal restoration,originalbeige grey overSealingwax red. Single unitsmev hob and sink.New headliner, insulation throughout. Fresh 1776cc engine, twin carbs, new ancillaries. 07764 857129 (RA)

VW CARAVELLE CAMPER

1983, £6,000. New clutch, new tyres, new exhaust. Fully equipped camper. Resprayed. 3 berth, WHB and gas cooker, radio, tow bar. 12 months MoT. New awning. Dorset. 07971 385242 (PB)

VW DOUBLE CAB PICKUP

1983, £9,100 ono. One Owner from New, first Class Body Work-Spare Engine. Partly Restored. West Yorkshire. 07836 794083 (RA)

VW EARLY BAY CAMPER

1970, £14,995. LHD, full engine refit, rock n roll bed, many original features, converted bed in pop top, MoT May 2018, stored in garage. Swindon. 07917 830346 (HR)

VW LATE BAY CAMPERVAN

1975, £24,000 ONO. Tax Exempt, 1.6L Engine, Beautiful condition and great bodywork following restoration. 3/4 Rock and Roll Bed. Lighting and AV setup throughout. Gas Hob and Sink3 Berth plus Hammock for over front seats. Pop-Up Roof. 12 Month MOTLeisure battery plus charging system. Herts. 07538 163882 (RA)

VW T2 EARLY BAY WESTFALIA

1970, £29,995. California Import, Left hand Drive, full restoration summer 2014, great runner comes with MOT till September 2017, original Van with new canvas and extras. Guildford. 07500 777147 (RA)

VW T25

£8,500. This is a very nice van in side and out, fitted with a Subaru 2.5l SOHC engine on a 3 speed auto gear box, MoT March 2018, LHD, sleeps 4, fridge, hob, night heater not tested, wast and fresh water tanks, privacy windows, front captain seats with arm rests, power steering, tow bar, 4 new tyres, full MoT, 2 leisure battery's, very good return on fuel even towing, built for the motorways, engine conversion alone cost £5,500. Suffolk. 07778 805244 (MC)

VW T5 CAMPER LWB

2007, 220,000 miles, £13,500. 2 berth, Bebb R 'n' R bed. Front captain's swivel seats. Smev 9322 hob. Resprayed Spanish green. DRL style headlights. New ABS control module. MoT December 2017. Illness forces sale. East Sussex. 07904 917389 (RB)

VW T5.1 TRANSPORTER 4 BERTH

22,000 miles, £37,995. T30/102 2.0L TDi. Cruise Control, Rear parking sensors, Skyline roof, MOT compliant Rock n Roll bed, 18 inch White Audi Rota-style wheels, Double swivel front seat, Can 1401 sink and gas hob, Cold running water, Indel B Fridge/freezer, Platinum Leisure Battery (A Rated), Evo-Design Kitchen units, Fully insulated & Sound deadened. robertwoollven@outlook.com (RA)

VW WESTFALIA ADVENTURE WAGON

1969, £14,300 ono. LHD, Californian Import, 1.6, Rock and Roll bed, Electric Hook Up, MOT, Waxoiled, Service History.Solid Original Bodywork, Tax Exempt, U.K Spec Electrics, Serviced by VW Specialist. 07980 165243 / 01614 837405 (RA)

PARTS & ACCESSORIES FOR SALE

4 WIRE WHEELS

£400. Powder coated with tyres. 15x5 72 spoke, not curly hubs. In good condition, fitted 185/80TR15 tyres, almost new. Flintshire. 07765 834175 (RB)

TYRES

£40. 225/50 R16 92W Goodridge tyres x4. Good tread. West Yorkshire. 01484 667362 (PB)

VARIOUS PARTS

£Offers. 70 air filters. 60 oil filters. 60 brake pipes. 13 ignition lead sets. Fan belts. Wiper blades. Point sets. Bulbs. Hose clips. Other assorted bits. All brand new and boxed. Essex. 01371 876647 (PB)

VOLKSWAGEN GOLF 20V TURBO ENGINE

£POA. In good condition. also Golf GTI engine. Ring for full details. Avon. 07510 171711 (GD)

VW GOLF GTI 1.8 ENGINE

£POA. In good condition. Bristol. 07502 032532

MISCELLANEOUS FOR SALE

6 USA NO. PLATES

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RG766
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£50 the lot. Iowa 80, Iowa 75, Kansas 66, Indiana 79, Rhode Island 63, Saskatchewan 68. West Sussex. 07527 635372 (RB)

AEROSOL SPRAY PAINT

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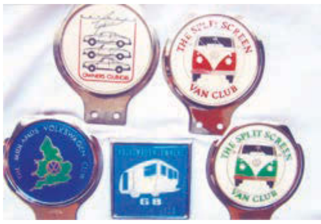
£15. Crypton Ammeter 6-0-60 amps. Complete with test leads. For testing alternator outputs. New, unused in original box. Ex auto electrician. Notts. 01909 721464 (PB)

CAR BADGES



£POA. Karmann Ghia, £35. Splitscreen, red and green, £35. Midlands VW Club, £30. VW Owner Caravan Club, £30. Surrey. 020 8399 7541 (RB)

COBRA HIGH BACK RALLY SEAT

£100 ono. Black, 4 slots for full safety harness, as new condition, beein in Mazda MX-5 but will fit other cars (new price over £200). Lancashire. 07546 208984 (RB)

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£550 ono. Classic registration no. on retention. Leics. 01530 460573 (RB)

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£175. On wheels, new oil seals fitted. Reconditioned totally, jib extends forwards, 2.5 tons. Delivered 50 mile radius, cost of diesel or you can collect. Very heavy steel well, suit restorer. Staffs. 01543 683891 (RB)

N9 HDA FOR SALE

N9 HDA
N9HDA

£600 ono. On retention, complete with number plates, may PX swop etc. rosemary646@btinterner.com (RA)

PRIVATE PLATES

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NBK 91

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£POA. With suction feed, Sata or Iwata. Avon. 07510 171711 (GD)

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1972 VW T2, 101,886 miles, 1.6 air-cooled engine, authentic RHD Westfalia Conversion, fantastic condition throughout. Raising roof w roof-bed, sink & 4 belted seats. **£29,995.** Ref: 327k.

1968 VW T2, 14,767 miles, 1.6 air-cooled engine, 1 previous owner from new, fully restored bodywork and original interior. Great condition. **£29,995.** Ref: 622F.

2013 VW T2 5 Seat Classic, only 9,540 miles. 1.4 water-cooled petrol engine, custom camping interior, single portable camping stove, 12v fridge, sink, leisure battery, high spec CD radio & more. **£30,995.** Ref: XDM.

2004 VW T2 Rio 4 Seat Classic, 46,250 miles, 1.6 air-cooled petrol engine, 2 burner hob, grill, sink, fridge, leisure battery, 240v mains hook up, raising roof, alloy wheels, power steering & more. **£29,995.** Ref: MFO.

2007 VW T2 Danbury Rio, 46,250 miles, 1.4 water-cooled petrol engine, spacious double bed, 2 burner gas hob, gas grill, fridge freezer, stainless steel sink with electrically pumped water, camping leisure battery, underseal anti-corrosion treatment, CD radio, raising roof with roof bed to make 4 berth and much more, Ref: AHF

2014 VW T2 Danbury Diamond 5 seat SE, 51,815 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge/freezer, leisure battery, 240v mains hook up, CD radio, raising roof and roof-bed to make 4 berth & much more. Ref: HEV.

2002 VW T2 Danbury Rio 4 Seat Classic, 21,036 miles, 1.4 air-cooled engine, 2 burner gas hob, gas grill, fridge freezer, sink, leisure battery, mains hook up, heated windscreens, CD radio, extra side table, buddy seat & much more. Only **£21,995.** Ref: LLR.

2009 VW T2 Danbury Diamond 5 Seat Classic, 48,643 miles, 1.4 air-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, CD radio with iPod connectivity, raising roof, roof bed to make 4 berth, alloy wheels & much more. **£30,995.** Ref: ACY.

2014 VW T2 Danbury Rio, 4,375 miles, 1.4 water-cooled petrol engine, spacious double bed, 2 burner gas hob, gas grill, gas oven, fridge freezer, stainless steel sink with electrically pumped water, camping leisure battery, 240v mains hook up, underseal anti-corrosion treatment, heated windscreen, heated rear window, CD radio, raising roof, chrome pack, lowered suspension & 15 inch Fuch style alloy wheels, power steering and much more, Ref: HDG

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Grass-roots racing

Robin Wager remembers autocross Beetle exploits from the ’60s

Although there was a steady trickle of letters to *Safer Motoring* magazine from disappointed Beetle owners who had suffered premature faults with their cars, back in the Sixties it was the numerous virtues of the People’s Car that were regularly extolled by both readers and editorial.

Perhaps one of the most frequently praised features of the Beetle is its excellent traction, the engine-over-the-driven-wheels layout meaning that grip on dodgy ground was often superior to that of much more expensive models.

Nowhere was that grip put to a greater test than in autocross – a form of racing on grass, which often turned to mud – in which Beetles proved outstanding, some being tuned to provide power well beyond that of some sports cars.

> “The car revved up to 8000rpm in second on the straights, and didn’t go pop”

We reported many times on autocross developments and meetings, and I noticed a typical story whilst leafing through the October 1968 issue, (for which I must have stumped up my half a crown/12.5p cover price at the time).

Regular contributor Peter Noad reported on that year’s Players No 6 Autocross National Championships, held at Silverstone, which saw Beetles strongly represented among the 132 competitors, as well as a couple of Beetle-based specials.

Winner of the rear-engine class for the second year running was the aptly named Laurie Manifold. In the run-off between the class winners, though, he couldn’t beat his previous best time by a good enough margin, handing the overall championship to Rod Chapman in a borrowed (and battered) Lotus Cortina.

Laurie said afterwards: “The secondhand close-ratio gearbox on my car failed the night before the final, so I ran with the standard gearbox, using only first and second gears! The car revved up to 8000rpm in second on the straights, and didn’t go pop, thanks to the preparation work on the 1620cc engine by Formula Vee mechanic Mike Walker, working with the advice of Fred Matthews, Formula Vee Technical Officer.

“It was particularly satisfactory to beat all the Porsche-engined jobs (and even a Carrera-engined Beetle) as well as a works NSU TTS and umpteen Imps!’

Other Beetle-driving competitors included Griff Griffiths (1500S engine), Geoff Rosenbloom (Porsche engine), Jim Taylor, Bob Piper (Porsche engine), Robert McBurney and Bruce Mankin.

Bob Piper was unfortunate enough to have the engine compartment of his Porsche-powered car flooded with foam and powder from extinguishers, after the engine blew up, putting a con-rod through the crankcase and spewing hot oil which started a fire.

Of the brace of VW specials, one was a beach buggy driven by Mike Brown, and the other an MSA, designed along the lines of a Smithfield Garages Formula Vee, piloted by Allen Crisp.

As usual, the assortment of cars, and the interesting modifications incorporated by some of the ingenious owners, provided a thrilling weekend’s entertainment for drivers and spectators alike, the rough circuit often seeing the Beetles leap right off the ground on some of the more bumpy sections!

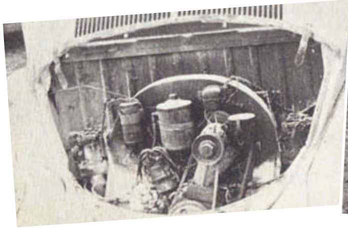
Although this was a national championship, the growing popularity of the sport reflected a scene replicated regularly at club level across Britain, with some Beetles competing in autocross on a weekend or bank holiday and being driven (rather more sedately, we hope) to the office during the week. ■

^ Laurie Manifold gets airborne as he flies to victory in the Rear Engine class

^ Leading South East area driver Griff Griffiths also gets the back end of his 1500S-powered car in the air

^ Scottish Area driver Geoff Rosenbloom comes back down to earth in his Porsche-engined Beetle

< Bruce Mankin’s Porsche-Beetle had Perspex front windows and an ingenious one-piece rear end



v Below: Bob Piper’s Porsche engine was extinguished in more ways than one! Below right: Allen Crisp wrestles with the wheel of his supercharged Formula Vee-style special

Photos by Peter Noad

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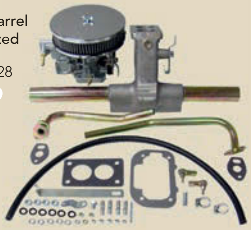

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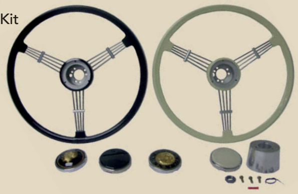

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